October 1961

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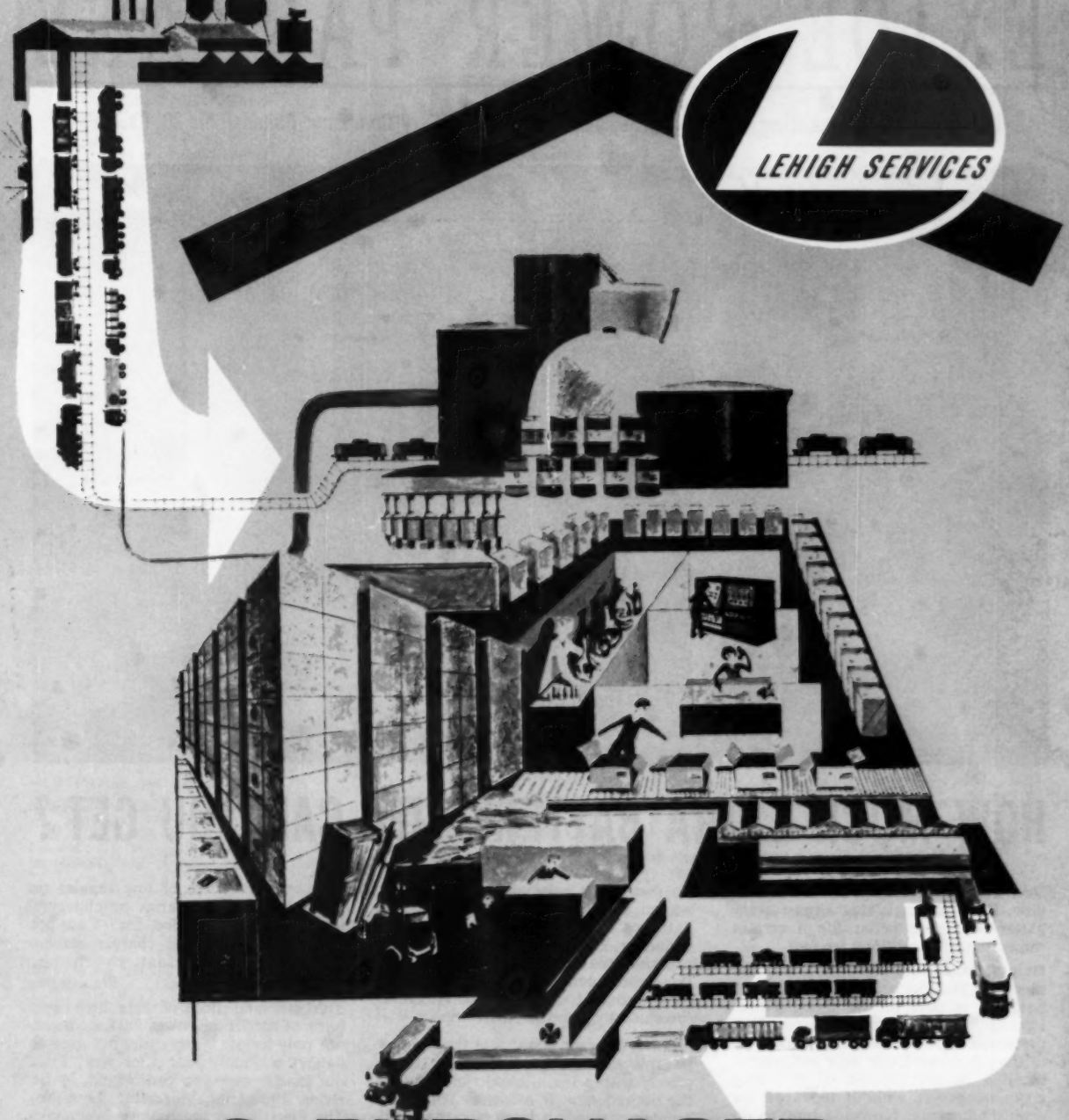

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DISTRIBUTION AGE

THE AUTHORITY ON PHYSICAL DISTRIBUTION

TRANSPORTATION
WAREHOUSING
CONTAINERIZATION
MATERIALS HANDLING

Vol. 60, No. 10 ESTABLISHED 1901 **OCTOBER 1961**

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B.F.Goodrich

BEFORE THE B.F.GOODRICH TW ANALYSIS MAN stepped in, chipped brick was knocking out a tire every 2 weeks at Bowerston Shale Co., Hanover, Ohio. Now, with BFG Steel Protected tires on the job, tire service has jumped to 700 hours on the original tread—and many tires can be retreaded.

B.F.Goodrich Steel Protected tires take the bite out of brick handling

TW ANALYSIS MAN'S RECOMMENDATIONS RESULT IN LONGER TIRE SERVICE, LOWER TIRE COSTS

The production system at Bowerston Shale Co. calls for fork lift trucks to transport 3700-lb. loads of brick from kiln to storage area, then to trucks and freight cars. An efficient system, except that chipped bricks on concrete floors were forever putting the bite on tires and the company pocketbook. "We could count on a new tire every time a truck ran over chipped brick," says the plant superintendent.

To stop rising downtime and run-away costs, the company called in the B.F.Goodrich Tire & Wheel Analysis Man. He studied the situation, then recommended a switch to B.F.Goodrich Steel Protected pneumatic industrial tires. They're built with 2 plies of steel cable under the tread that shrug off impacts and defy punctures. Brick chips have yet to put the bite on BFG Steel Protected tires. They've stood up so well that many can be retreaded!

This case history is typical of the savings B.F.Goodrich Tire & Wheel Analysis Men offer. Without cost or obligation, the TW Analysis Man will study your setup—floors, loads, equipment, etc. Then he'll recommend the BFG tires that will give longest service at lowest cost—advice that is unbiased because B.F.Goodrich makes a complete line of industrial tires. Why not take advantage of this free BFG service? Mail the coupon today.

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CHUTING THE NEWS

Loomis Asks Congress to Consider "A Crisis of Monumental Proportions" Before Adjournment

Daniel P. Loomis, president of the Association of American Railroads, has asked Congress for prompt action to alleviate "intolerable burdens" that have been put on the railroads by government inequities of policy.

Loomis made this plea in identical letters to Vice President Lyndon B. Johnson and Speaker of the House Sam Rayburn. He asked that Congress act before adjournment to repeal the excise tax on the transportation of passengers and to grant realistic treatment to railroad property depreciation.

Loomis also supported the "Magna Carta for Transportation," which would give all forms of transportation four basic freedoms. They are: "Freedom from discriminatory regulation; freedom from discriminatory taxation; freedom from subsidized competition, and freedom to provide a diversified transportation service."

Container Sizes in Europe

International Container Bureau will reconsider maximum container size standards for Western Europe at its meeting this month in Paris. The present maximum size permitted in universal interchange in Western Europe without special permit is 7 ft 7 in. x 7 ft 7 in. Vans and other out-size containers, normally used in the United States, moved in Europe by special arrangement and by special routing. Companies interested in overseas movement of the van containers should write to Dr. John R. Immer, Work Saving International Transportation Consultants, 1633 Connecticut Ave., N. W., Washington 9, D. C.

Congress Launches Extensive State Taxation Research

A subcommittee of the House Judiciary Committee is studying state taxation of interstate commerce.

Although the problem has existed in this country since its founding, it has gotten out of hand in recent years, said Rep. Edwin E. Willis (D., La.), chairman of the subcommittee.

He added that estimates show state expenses to be 400 per cent of what they were 15 years ago. Ten men from Harvard University Law School are acting as an advisory group to the 10-member subcommittee from the House. The subcommittee is working against a July 1, 1962, deadline.

Truck Leasing Talk

The Seventh Annual Meeting of the National Truck Leasing System will be held in Chicago at the Edgewater Beach Hotel, Oct. 1-5. Attention will be focused on relieving truck users from worrying about truck procurement and maintenance.

Confectioners Traffic Group Joins Shippers Task Force

Arthur McComb was appointed to represent the Manufacturing Confectioners Traffic Conference on the Task Force Committee of Shippers Leagues.

McComb, appointed representative at the MCTC's recent Semi Annual Meeting, is with Smith Brothers, Inc., Poughkeepsie, N. Y. The special task force committee is being organized by the Eastern Industrial Traffic League.

The committee will act to find alternative means of meeting the needs of small shipments traffic.

(Please Turn Page)

Cleveland Traffic Club Officers

New officers of the Cleveland Traffic Club are (l. to r.) James T. Reagan, sales representative, Erie-Lackawanna, secretary; Herman C. Heppner, traffic manager, National Terminals, first vice president; Kenneth J. Sutherall, general traffic manager, Sherwin-Williams Co., president; Joseph A. Powers, assistant vice president, Cleveland, Columbus, and Cincinnati Highway, Inc., second vice president; Robert J. Dunn, assistant general traffic manager, American Steel and Wire Division, U. S. Steel Corp., treasurer

Chuting the News . . .

(Continued from Preceding Page)

Forwarder and Railroad Team Up in New Plan 5 Offering, Join ECMCA Tariffs for New Service

The New York Central Railroad has joined with Hermann Forwarding Co. in tariffs published by the Eastern Central Motor Carriers Association to maintain through Plan 5 routes and rates.

Interchange point for Flexi-Van operations is at High Bridge, N. Y. It is expected that Hermann's daily volume lading will be transferred to High Bridge in time to make the New York Central evening train.

The tariffs in which the railroad and forwarder jointly participate are Tariffs No. 15-L, 17-H, 18-I, 21-E, 22-I, 23-T, 25-D, 26-H, 27-A, 28-C, 29-A, 30-B, 31-C, 32-B, 34-U, 35-F, 36-A, 37-C, 38-C, 39-B, 40-D, 41-A, 42-A, 43-A, 44-B, 45, 46-A.

Hermann expects, before the end of this year, to extend the service to ltl shipments.

Trans-Pacific Case Reopened

The Civil Aeronautics Board has reopened the Trans-Pacific case to find out if an expansion of routes to Japan by American air carriers would hurt U. S. relations with Japan. The case is being reopened to find out the pattern of service and resulting capacity which would result if Pan American and Northwest flew the routes recommended by the Board. Also whether existing capacity controls would prevent the carriers from assigning too many planes to the new routes.

Materials Handling Meet

Problems of standardization in air, marine, motor freight, and rail transport materials handling will be examined during the 12th National Conference on Standards to be held in Houston, Texas, Oct. 10-12. The materials handling session will investigate the problems of physical distribution and integrated transportation. Emphasis will be given to the recently approved American Standard Specifications for Freight Containers (Nominal Van Container Sizes), MH5. 1-1961.

Rail Steered Fork Truck

A fork truck that operates on rails speeds storage and minimizes wasted space for Eastman-Kodak. This 2000 lb Clark truck is used to load and unload six-tier racks with narrow aisles between. A Clark side loader with live rollers is fitted to the truck, and driven by a hydraulic motor

Defense Department Directive On HHG Is Revised, Clarified

The Department of Defense has revised and corrected Directive 4500.27 in order to make rules for shipping household goods more explicit.

Claims have been eliminated as a determining factor for over-all costs. The term "household goods" has been more clearly defined.

A paragraph has been added to the section dealing with comparative costs among modes of transportation and parts of the directive have been transposed so that interrelated subjects will be together.

USDA Studies Refrigeration Of Beef in Transit

Tests conducted by the U. S. Department of Agriculture show that beef can be stored at more uniform temperatures by cooling the air around the load instead of through the load itself.

The tests were conducted using two railroad cars and four piggyback trailers on a run from Lincoln, Neb., to Philadelphia.

Vehicles and beef were wired with thermocouples and temperature indicators. The test temperature range was 32 to 34 deg F. Complete details of the tests are given in Marketing Research Report No. 485. A free copy can be obtained by writing the Office of Information, U. S. Dept. of Agriculture, Washington 25, D. C.

Rate Council Admits Member

The Lake Erie Motor Rate Council, of Cleveland, was accepted into the membership of the International Motor Rate Council recently. The action was taken at the IMRC's recent convention in Detroit. D. D. Burnham, supervisor of rates and tariff legislation for the Ford Motor Co., was the featured banquet speaker. He said that in the evolution in transportation there have been more changes in the last two or three years than in the past 40.

Write Essay, Win Prize

"Cost Reduction Through Materials Handling" is the theme of the ninth annual essay contest sponsored by the Industrial Truck Division, Clark Equipment Co. The contest is conducted by the American Material Handling Society.

First prize is $2000 and nine other prizes total $3000. The contest closes April 1, 1962, and is open to anyone associated with materials handling except Clark employes and dealers. For details write to any local chapter of the American Material Handling Society or to the Industrial Truck Division, Clark Equipment Co., Battle Creek, Mich.

Hart to Be Featured Speaker At SPHE Eastern Meeting

Senator Philip A. Hart (D., Mich.), head of the Senate Subcommittee for investigation of trusts and monopolies, will be the luncheon speaker at the Society of Packaging and Handling Engineers Seminar in Baltimore.

Senator Hart's subcommittee is investigating deceptive packaging methods and procedures. There will be panels on containerization, progress in government packaging, cushioning, and plastic foam in packaging.

The Exposition and Competition will be held in the 5th Regiment Armory in Baltimore Nov. 13-14.

Western Pallet Group to Meet, Discuss Pallet Pooling

The Third Western Pallet User's Conference will meet in the Hotel Multnomah in Portland, Ore., on Oct. 11 and 12. Among the subjects for discussion will be pallet pools, pallet inspection, maintenance, design, and cost-cutting.

Warehousemen To Meet

Missouri Warehousemen's Association, Inc., will hold its Fall Convention, Oct. 6-8, at Osage Beach, Mo. The convention will discuss the problems of legislation and other technical and management problems affecting the industry.

ICC Shows Fires-in-Trucks Up

Reports from interstate motor carriers having annual operating revenues of at least $200,000 showed 104 deaths and $5,030,420 in property damage from accidents involving fire last year, the ICC found.

Average property damage from fire accidents was $8688 — five times the average of truck accidents not involving fire. The ICC blames fatigue and improper driving practices as contributing factors.

News Briefs

Midwest Emery Freight Systems, Inc., announces three new scheduled ltl services for shippers of frozen and non-frozen foods. The new scheduled ltl routes cover the following markets: Chicago-Toledo-Cleveland-Erie-Buffalo-Rochester-Syracuse; Chicago-Akron-Youngstown area-Pittsburgh; and Chicago-Indianapolis-Louisville-Cincinnati-Dayton-Columbus. Previously established ltl routes, operating for more than a year, are Chicago-Philadelphia-New York, and Chicago-St. Paul-Minneapolis.

Pakistan International Airlines has begun transatlantic cargo operations between the United States and London, Geneva, Rome, Beirut, Teheran, and Karachi.

National Van Lines, Inc., has reinaugurated door-to-door through-container service. It will be operated under a National Van Lines affiliate, **National Transfer Co.**, under the direction of Louis Hobmann. The through-container service will operate only within the continental limits of the United States.

Allied Distribution, Inc., has announced the following new members: Springer Transfer Co., Albuquerque, N. M.; Chattanooga Warehouse and Cold Storage Co., Chattanooga, Tenn.; Chickasaw Warehouse Co., Memphis, Tenn.; Beacon Warehouse, Inc., Pittsburgh, Pa.; The Downtown Warehouse Co., Tulsa, Okla.

B and H Enterprises, Inc., of Columbus, Ohio, with William L. Hoffman as president; and **A. J. Warehouse Inc.**, of New Orleans, La., with S. J. Petitfils, Sr., as president, have become members of **Distribution Services, Inc.**

A 900-ton-per-hour traveling bulk unloading tower has gone into service for the **Commission of Public Docks of Portland**, Oregon. Designed and built by **Dravo Corp.**, the tower will speed materials handling facilities in Portland.

A petition has been filed with the ICC, and with state regulatory bodies, to merge the **Consolidated Freight Co.**, and **Kramer Brothers Freight Lines, Inc.** The merger contemplates purchase by Kramer of all the stock of Consolidated.

Forty-six **Aero Mayflower Transit Co.** van operators received **American Trucking Associations** safety awards for completion of one year or more of accident-free driving. Paul J. Walker, a contract truckman, heads the list with 13 years of safe driving. Truckman Taylor Fawcett is another senior awards man with seven years of accident-free driving.

The American Materials Handling Society has announced the opening of its permanent headquarters office in Cleveland, Ohio. This is the first time in the history of the society that there have been any full time paid employes. W. B. McClelland is the headquarters secretary.

Illegal Trucking Committee Issues Fact Booklet

The Committee Against Unauthorized Transportation (CAUT) has compiled examples of illegal trucking procedures and statistical information in booklet form.

Booklets are available from the Transportation Association of America, administrator of the committee. The booklet is a part of the committee's plans for the public's education.

Outboards Go Piggy-Back

The first shipment of outboard motor boats to be shipped by the piggy-back method were sent by Brunswick Boat Division in Little Falls, Minn., to Seattle, Wash. Eighteen fiberglas boats were loaded onto special boat trailers for the trip to Seattle, where they were taken by truck to various points on the west coast

The Saint Lawrence Seaway Development Corporation reports that cargo tonnage for the period ending in May, 1961, was up 20.7 per cent for the Montreal and Lake Ontario section and up 1.1 per cent for the Welland Canal section.

Highway Aid Boosted

Secretary of Commerce Luther H. Hodges has apportioned $2.4 billion for the Interstate Highway System for the fiscal year 1963. This is $200 million more than the original apportionment by previous legislation. Total aid to states will be 90 per cent of the cost of the super-highway system, which is designed to adequately handle 1975 traffic.

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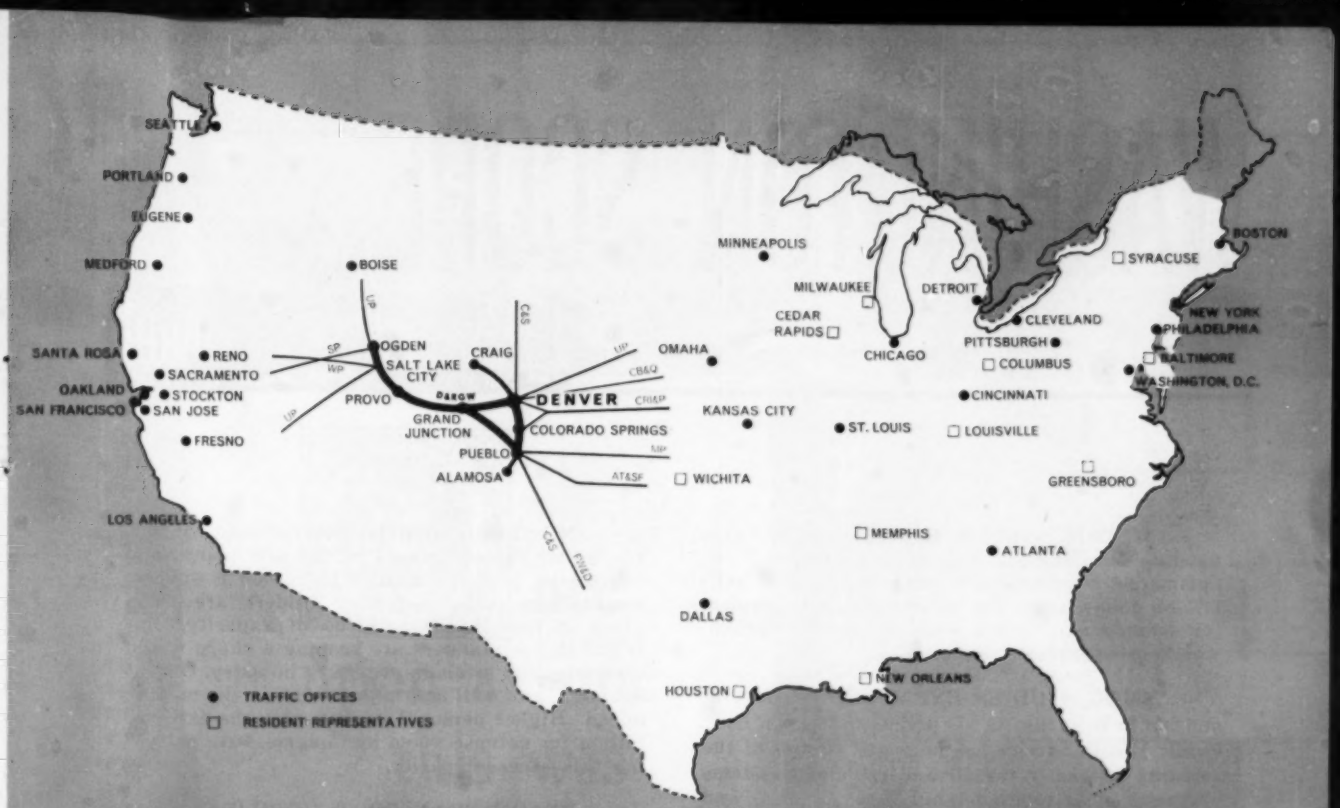

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J. L. HENNING, General Agent

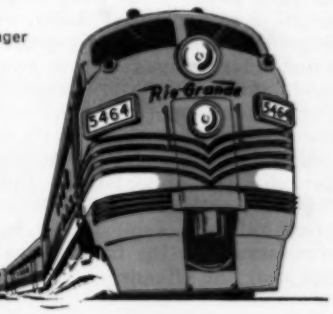
R. KNOX BRADFORD, Vice President—Traffic

H. F. BURNAUGH, Assistant to Vice-President—Traffic

J. C. BORG, General Freight Traffic Manager

J. G. SIMPSON, General Freight Traffic Manager

H. F. ENO, Passenger Traffic Manager



Rio Grande

The Shippers' Railroad

WASHINGTON SCOPE

By Neil R. Regeimbal, *Chilton Washington News Bureau*

METRIC SYSTEM BACKED—A bill now pending in Congress and backed by the U. S. Commerce Department would authorize a half-million dollar study into "practicability" of replacing pounds and inches with the metric system, which uses grams and meters.

SMOG STUDIES EXPANDED — Government is broadening its air pollution studies. U. S. Public Health Service has launched studies of the amounts of lead in the air and in human systems in three cities—Philadelphia, Los Angeles, and Cincinnati. Studies in the first two cities are by state and local officials and in the latter by the privately-operated Kettering Laboratory of the University of Cincinnati.

DRAFT TRANSPORT ACTIONS—The Commerce Department has been directed to turn over to the White House by Nov. 1 recommendations for legislative and administration action to aid the ailing transportation industry. Commerce Secretary Hodges met with other government departments, about 100 spokesmen from all modes of transport, shippers and state officials. He has collected the $2 million worth of past transportation studies. The agencies and private transportation interests were asked to submit their recommendations for action. The secretary pointed out that the shelf is full of studies, which have not been implemented, and said what is needed now is an "action program." The program will be developed by Dr. G. E. Germane, a special consultant now on leave from the traffic department of U. S. Steel and a former university transportation professor. It will be directed by Under Secretary Clarence Daniel Martin, Jr.

EXPOSE WAGE CHEATING — Employers who violate federal wage-hour rules must expect to read about it in government press releases. Starting in September, Labor Secretary Goldberg is going to issue lists of companies caught paying substandard wages. Up to now, names were not made public. Violators caught by the U.S. Labor Department simply paid the back wages, trimmed the number of working hours to suit the government. The government doesn't plan to issue periodic lists of violators. But all cases involving court actions will be discussed in government press releases, some issued in Washington and some issued by the Labor Department branch office near the offender.

NO STEEL SHORTAGE—Rationing of metals, either for containers or for new plants and equipment, is not in sight. The reason is simple: steel-makers and machinery-builders are operating at less than two-thirds of capacity. But White House planners are keeping a sharp watch on production levels in every key industry. Output is rising, and will continue to rise in the months ahead. Higher personal income, plus the extra $5 billion for defense voted by Congress, are shrinking this excess capacity.

READY TRANSPORT MOBILIZATION—Current world tension, particularly the Berlin crisis, is speeding up the ICC's reorganization and expansion of its transportation Executive Reserve. The Executive Reserve, operating under the agency's Office of Mobilization, is a part of the government-wide National Defense Executive Reserve program. Under this system, key industry executives are selected, trained, and prepared to take over various government functions in case of a major national emergency.

CONSIDER ATTACK STOCKPILE—Congress was mulling over a request in late August from President Kennedy for an extra $73.2 million to stockpile food and medicine. This $73.2 million would be in addition to the $207 million Congress has already given Mr. Kennedy to draw up plans for bomb shelters. Of the $73.2 million, $47.2 million would go for moving 126 million bu of federally-owned wheat to new storage areas, located near 191 metropolitan areas.

ST. LAWRENCE TONNAGE UP—Tonnage shipped through the St. Lawrence Seaway continues to rise. The latest report, covering cargo shipped through July, shows a rise of 10 per cent as a whole. Gains are in downbound traffic, with upbound tonnage below last year.

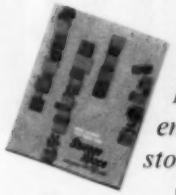
SEEK TAX BREAK—Transportation experts are urging revision of the 8 per cent tax credit plan drafted by the House Ways and Means Committee. The plan, which will come up for congressional action next year, would be available only on equipment with a useful life of six years or more. This restriction would eliminate a large portion of motor carrier rolling stock from the benefits of the tax program, designed as an incentive to business investment. Truckers want the tax credit plan to apply to property with a useful life of four years or more.

. . . now it's a profitable storage area. Thanks to the variety of *customized* arrangements made possible by Acme Steel's all-new Drive-In and Drive-Thru Racks, any space that's going to waste can pack palletized items. Lift trucks drive into them, thru them—not just up to them. They offer faster, more convenient access than any other storage structure.

Although these high-density storage units are *customized*, there's no price penalty. *Standard* components do the entire job. They let you tailor your installation to best suit type of material stored, loading and unloading requirements, and the physical layout of your warehousing area.

New AIM Brand Drive-In and Drive-Thru Racks are safer, too. And stronger, more stable, easier to set-up and adjust. The full story is too long to tell here, but we'll be glad to send it to you.

ACME STEEL **IDEA LEADER IN FRAMING**



Read the happy ending to your storage problem

Discover the many ways the complete line of AIM Brand Racks—Drive-In, Drive-Thru and All-Purpose—can customize your storage at lowest cost. Ask your AIM Brand Distributor for your copy, or return the coupon.

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Please send free copy of "How to Win the Race for Storage Space."

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Men in the News

Traffic

Lt. Col. Arthur Hurow — awarded the Army Commendation Ribbon for outstanding service to the Military Traffic Management Agency.

Geoffrey M. Bruere—appointed to the newly created position of director-transportation research of Riches Research, Inc.

Jack R. Fitzwater — made traffic manager of Eitel-McCullough, Inc.

David S. Gendell—senior consultant for James C. Buckley, Inc., transportation consultants.

William C. Fleck — named traffic manager for DeSoto Chemical Coatings, Inc., of Chicago.

Harry W. Fry — new division manager of distribution and traffic of the Dobeckmun Division of Dow Chemical Co.

Val J. Williams — named chairman of the board and chief executive officer of the national marketing firm Markoa Corp. Williams was formerly executive vice president and general manager of the firm.

Warehousing—Public

G. Kenneth James—named division manager of the north central states for United Van Lines.

Leonard E. Lugenbill—made director of communications and property maintenance for North American Van Lines, Inc.

Lee Conley—appointed manager of Corporate Accounts for Bekins Van and Storage Co.

W. J. Fleming—promoted to the post of vice president of sales of Elliott Van and Storage Co.

Robert R. C. Miller—named manager of CF Van Lines, a division of Consolidated Freightways, in Portland, Ore.

James Schuler —made Bay Area division manager of Beverly Hills Transfer and Storage Co., Santa Monica, Calif.

Transportation—Air

Richard E. Fisher — elected vice president and director of public relations of Northeast Airlines. **J. Richard Hannan**—made assistant director of public relations.

—Highway

Emil W. Fenn—new manager, South Bend terminal, Spector Freight System, Inc.

James B. Young—appointed terminal manager, Great Lakes Express terminal, Cadillac, Mich.

Glenn E. Knight—elected president, Transport Clearings of Metropolitan New York, Inc. He is treasurer of Denver-Chicago Trucking Co., Inc.

R. G. Conner—appointed manager-General Sales Division, Highway Trailer Industries, Inc., Edgerton, Wisc.

compare

LIFT TRUCKS

Power and Performance

Allis-Chalmers' OWN — POWER-CRATER engine is engineered specifically for Allis-Chalmers lift trucks. Has unique crater-shaped combustion chamber that sets up violent swirling turbulence for thorough mixture of air and fuel, resulting in responsive power and maximum fuel economy.

Operator Effectiveness

Familiar, automotive-type controls — wide, adjustable seat — unobstructed floor — these and many other conveniences help operators work faster, safer.

Accessibility

Service and maintenance in a minimum of time.

Versatility

Masts, carriages, forks and attachments to fit the job — constant-mesh, two-speed transmission or POWER SHIFT torque converter drive — choice of fuel and tires. New special-purpose trucks, with high underclearance and quickly removed counterweight, in 6,000, 7,000 and 8,000-lb capacities.

ALLIS-CHALMERS . .

R. F. Varner—elected president of the American Trucking Associations' Council of Safety Supervisors. Varner is director of safety for Coastal Tank Lines, York, Pa.

Galen J. Roush—elected chairman of the Board, Roadway Express, Inc.; **Richard W. Corns**—president; **J. Robert Wilson**—executive vice president.

Andrew Perez — made traffic-sales coordinator of Arkansas-Best Freight System, Inc.

Anthony C. Vitale—named general manager of Mercury Air Freight, Inc., New York.

Gail H. Crawford—elected to board of directors, Denver Chamber of Commerce. He is executive vice president-general manager, Ringsby Truck Lines.

Kenneth Rafferty — elected vice president, T.I.M.E. Freight, Inc., Lubbock, Texas; **Fred S. Anderson**—vice president.

John A. Castle —new director of public relations for GMC Truck and Coach Division of General Motors.

Coming Events

Oct. 2-5—National Truck Leasing System, Annual Meeting, Edgewater Beach Hotel, Chicago, Ill.

Oct. 3-5—National Association of Shippers Advisory Boards, Statler-Hilton Hotel, Buffalo, N. Y.

Oct. 6-8—Missouri Warehousemen's Association, Fall Convention, Tan-Tar-A Resort, Lake of Ozarks, Mo.

Oct. 7-10—Conveyor Equipment Mfrs. Assn., Annual Convention, Ponte Vedra Beach, Fla.

Oct. 8-13—American Trucking Assns., National Convention, Sheraton - Carlton Hotel, Washington, D. C.

Oct. 11-13—Propeller Club of the Port of Jacksonville, Annual Convention, Jacksonville, Fla.

Oct. 12-13—National Small Shipments Traffic Conference, Annual Meeting, Morrison Hotel, Chicago, Ill.

Oct. 16-17—Boston Conference on Distribution, Statler Hilton Hotel, Boston, Mass.

Oct. 18-20—Packaging Institute, Annual National Forum, Biltmore Hotel, New York, N. Y.

Oct. 19-21—Southeastern Warehouseman's Association Convention, Tampa Terrace, Tampa, Fla.

Oct. 20-22—Delta Nu Alpha, 21st National Convention, Sheraton-Dallas Hotel, Dallas, Texas.

Oct. 22-25 — Southwest Warehouse and Transfer Assn., 44th Annual Convention, Granada Hotel, San Antonio, Texas.

Oct. 23-26—Private Truck Council of America's Fleet Maintenance Exposition, New York Coliseum, New York, N. Y.

Oct. 29-Nov. 10—Executive Seminar on "Transport Costs, Prices and Profits" at Transportation Center, Northwestern University, Evanston, Ill.

Oct. 30-Nov. 1—Materials Handling Institute Annual Joint Industry Business and Social Meetings, The Greenbrier, White Sulphur Springs, W. Va.

Nov. 1-2—Syracuse University and National Wooden Pallet Mfrs. Assns., Fifth Annual Clinic on Wooden Pallets. Syracuse, N. Y.

Nov. 1-3—Society of Plastics Engineers, Southwestern Packaging Exhibition, Sheraton-Dallas Hotel, Dallas, Texas.

Nov. 6-17—Institute on Air Transport Management, 15th Annual Meeting, The American University, Washington, D. C.

Nov. 7-9—Packaging Machinery Manufacturers Institute, Annual Show, Cobo Hall, Detroit, Mich.

Nov. 13-14 — Society of Packaging and Handling Engineers, Annual Eastern Show, 5th Regiment Armory, Baltimore, Md.

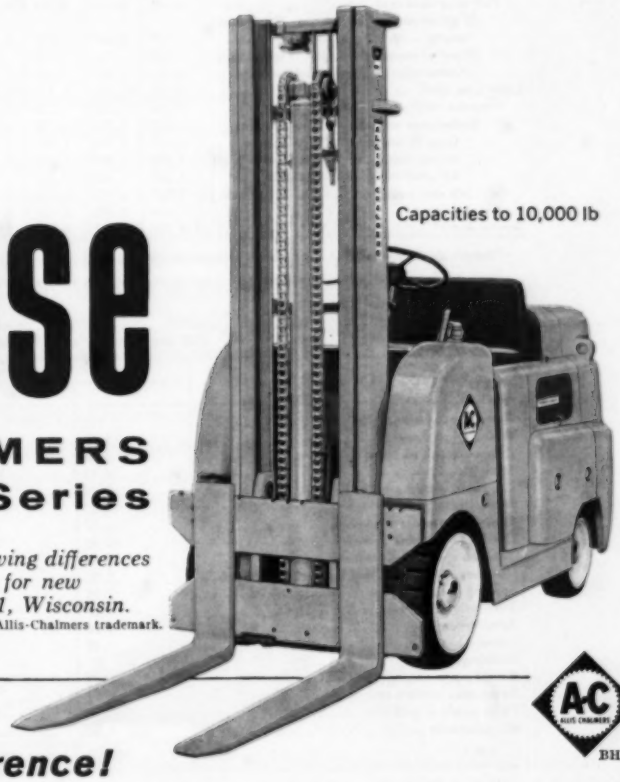
Nov. 16-17—The National Industrial Traffic League, 54th Annual Meeting, Denver Hilton, Denver, Colo.

1962

Jan. 28-31—Truck-Trailer Mfrs. Assn., Inc., 21st Annual Convention, Riviera Hotel, Palm Springs, Calif.

and you'll **choose**

ALLIS-CHALMERS "F" Series



Have your dealer show you the many dollar-saving differences in Allis-Chalmers "F" Series lift trucks. Ask for new bulletin BU-680. Allis-Chalmers, Milwaukee 1, Wisconsin.

POWER-CRATER is an Allis-Chalmers trademark.

. . Lift Trucks with the Dollar-Saving Difference!

A-C ALLIS-CHALMERS

BH-180

Annual Shipments of Steel Shipping Barrels and Drums, 1951-60

[Thousand units]

Product	1960	1959 (revised)	1958	1957	1956	1955	1954	1953	1952	1951
Steel shipping barrels and drums, total[1]	30, 592	33, 529	31, 491	35, 701	37, 991	36, 935	32, 552	33, 895	34, 246	41, 259
For sale	28, 955	31, 427	29, 354	33, 127	35, 086	34, 234	29, 788	31, 299	31, 631	38, 053
For own use	1, 637	2, 102	2, 137	2, 574	2, 905	2, 701	2, 764	2, 596	2, 615	3, 206
Heavy type (for sale), total[2]	17, 949	20, 468	19, 017	21, 970						
Tight head liquid type, total	14, 801	16, 931	15, 274	17, 061						
55 gallon capacity, 16 gage and heavier	1, 073	1, 210	767	1, 461						
55 gallon capacity, 18 gage	9, 861	12, 240	12, 065	13, 249						
55 gallon capacity, 19 gage and lighter (except those with 20 gage body, 18 gage head)	2, 109	1, 428	493	287						
55 gal. capac., 20 gage body, 18 gage head										
30 to 33 gallon capacity, all gages	959	1, 124	1, 036	1, 127						
All other capacities	798	928	912	938						
Full open head type, total	3, 149	3, 537	3, 744	4, 909	34, 780	33, 551	29, 185	30, 088	30, 864	37, 111
55 gallon capacity and larger, 18 gage and heavier	1, 998	2, 347	2, 527	3, 250						
55 gallon capac. and larger, 19 and 20 gage	108	113	93	94						
All other capac., 20 gage and heavier	1, 043	1, 077	1, 125	1, 565						
Light type, total	9, 537	10, 170	9, 315	10, 583						
For sale, total	7, 900	8, 068	7, 178	8, 009						
Welded side seam construction, total	4, 013	3, 892	3, 276	3, 746						
Over 30 gal. capac., 22 to 26 gage	1, 113	1, 040	1, 141	1, 322						
30 gal. capac. and smaller, 22 to 26 gage	1, 653	1, 988	1, 546	1, 790						
All other capac., 28 to 30 gage	1, 246	864	589	633						
Lock side seam construction	3, 887	4, 176	3, 902	4, 263						
For own use	1, 637	2, 102	2, 137	2, 574						
Grease drums[2]	3, 106	2, 891	3, 158	3, 148	3, 211	3, 384	3, 367	3, 807	3, 382	4, 148

[1]Details do not necessarily add to totals because of rounding.

[2]Heavy-type steel shipping barrels and drums and grease drums are reported shipped "for sale" only.

Source: Bureau of the Census.

End Use Distribution of Folding Paper Boxes, 1956-60

End use	Percentage of total shipments				
	1960	1959	1958	1957	1956
Armed Forces and Quartermaster	.15	.08	.13	.16	.15
Medicinal products	3.68	3.96	3.75	4.79	4.60
Cosmetics and personal accessories	2.54	2.41	2.33	2.36	2.49
Soap	12.15	11.87	11.34	11.62	11.88
Dry foods, except candy and baked goods	16.14	23.50	23.94	22.19	21.57
Food, liquid, moist, oily, and frozen	7.53				
Candy and confectionery	4.57	4.51	4.73	4.60	4.42
Crackers and baked goods	10.35	10.09	10.32	10.19	10.51
Tobacco and related products	2.49	3.09	4.63	4.94	4.69
Hardware, appliances, and automotive supplies	5.53	5.58	4.64	4.73	4.82
Sporting goods and toys	1.26	1.29	1.26	1.39	1.42
Textiles and apparel	4.56	4.59	4.32	4.16	4.15
Retail boxes	4.00	3.58	3.69	4.01	4.35
Laundry boxes	.47	.46	.42	.50	.55
Rubber goods	.77	.85	.89	.91	.90
Beverages, except carriers	1.59	9.85	9.64	9.45	9.67
Beverages, carriers only	8.34				
Paper goods or products	10.04	9.52	9.13	8.80	8.52
Miscellaneous	3.84	4.77	4.84	5.20	5.31
Total	100.00	100.00	100.00	100.00	100.00

Source: Folding Paper Box Association of America.

"Calling the signals"... you, when you ship Eastern Express, the motor carrier with a communications system that lets you stay on top of your shipment

Directing traffic a thousand miles away (or fifty miles) is no problem for Eastern Express shippers. Today, motor carrier communications systems are truly space-age geared to let you direct materials anywhere there's a road, easily and economically. Radio control, a between-terminal telephone network, and the latest teletype equipment are combined with electronic data processing at Eastern Express, Inc.

This is go-how in communications. It keeps firms securely on top of their shipments and deliveries . . . in-terminal, enroute, and on-arrival. It permits freewheeling flexibility in planning and scheduling for long haul or short.

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Safety Checklist for Industrial Batteries

The batteries used in electric fork trucks are like many other industrial devices. They can be used and serviced properly and give good service, or they can be improperly serviced, resulting in short life and poor output. Here is a safety check list for users of industrial batteries including rules and reasons for them. It was developed by Robert W. Hopewell, field engineering manager of Gould-National Batteries, Inc.

1. Do not check electrolyte level with a cigarette lighter or match. Use a flashlight or provide adequate permanent lighting.
Hydrogen is produced by a charging battery. A harmful explosion may result from the use of open flames.

2. Shut off power at main switch when repairing charging equipment plugs or cables. This rule applies to any electrical equipment.
A short circuit may cause injury, fire, or an explosion.

3. Before removing the terminal lugs from the receptacle, when repairing a damaged or dirty plug, the battery circuit should be broken.
The leads in the receptacle are "hot." The total voltage of the battery is carried by these leads. If the terminal lugs are touched together, a short circuit carrying as much as 10,000 amperes will occur. Leads will be permanently damaged and serious injury may result.

4. Disconnect the battery from the truck when doing maintenance work on the electrical system.
Live current due to a short circuit may result in damage to the truck itself.

5. Never lay tools such as wrenches on the top of a battery.
Hot sparks may fly about. Also, a dead short in the battery will ruin it.

6. Enclose all bare wires and bus bars in the battery room by fence guards, guard rails, or other means, to isolate them from general plant traffic.
Exposed high voltage equipment is a hazard to men and machinery.

7. Wear rubber apron, gloves, boots, and goggles when handling, checking, or filling batteries.
This protective clothing will shield the worker from contact with electrolyte, which is a combination of sulphuric acid and water. Contact with electrolyte will result in serious skin burns.

8. Have water readily available when electrolyte has been splashed on skin or clothing.
Volumes of water continuously applied to the area will prevent serious injury to the skin. Always send immediately for medical help in these situations.

9. Apply strong alkali such as baking soda to a floor area where acid has been spilled.
An alkali will neutralize the acid and make it safe to clean it up from the floor. Immediate action will prevent permanent damage to the floor.

10. When melting sealing compound, do not puncture the soft surface of freshly heated compound. Do not allow sealer to ignite from too rapid heating.
Hot liquid may be forced out of the battery onto the skin of the workman. If the liquid catches fire, the hazard of an open flame will be created. Allowing the sealer to ignite will reduce its effectiveness.

11. Remove caps from cells and blow out gases before replacing cell in battery. Cover vent holes with damp cloths before using lead burning equipment. Wear dark glasses.
Carbon lead burning equipment or acetylene torches are both hot enough to ignite hydrogen gas, causing an explosion and fire. Dark glasses will protect the eyes from harsh lights and torch flames.

12. Wear protective clothing and goggles when mixing acid and water. Always add acid to water. Store acid in lead or glass containers.
When water is added to high specific gravity acid heat and violent reaction occur, splashing the handler. Splashed acid is always dangerous.

13. Always lift batteries with hoists, cranes, or lift trucks. Move battery horizontally on conveyors or rollers. Cover top of battery with a rubber mat to prevent external shorting.
Batteries are a heavily concentrated load and may injure a worker who tries to carry one. Other damage may result from a dropped battery.

14. When installing a battery, make sure all connections are tight.
Loose connections may cause sparks, which in turn may cause explosions.

15. Restrict the battery room to assigned or authorized personnel only. Place only trained men in the battery room.
Inexperienced men may accidentally cause extensive damage to batteries, equipment, and fellow workers.

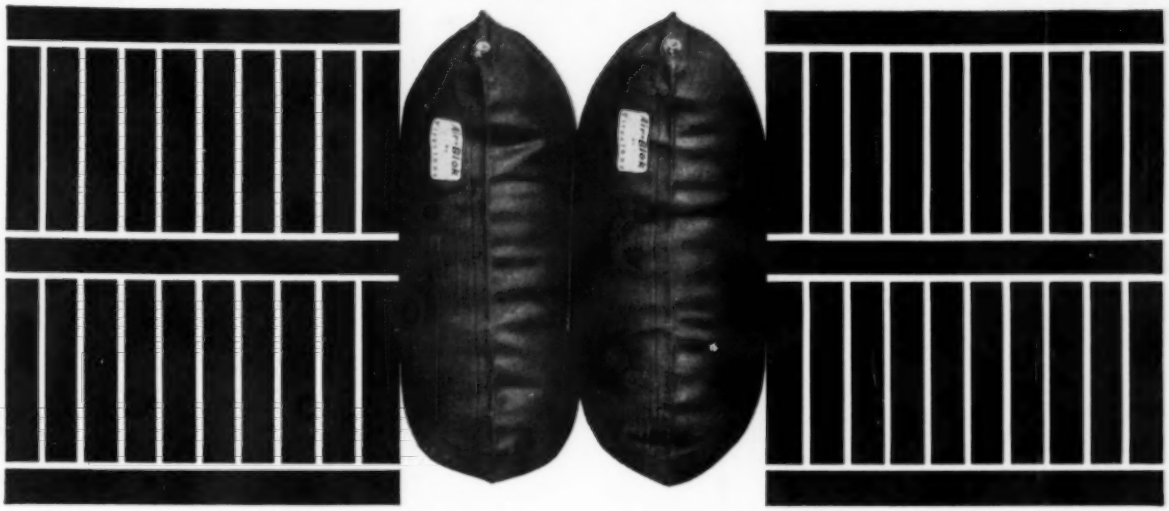
16. Familiarize yourself with all of the rules of handling batteries.
Full knowledge and proper handling will pay off in elimination of injuries and damages.

17. Check batteries for cracked jars or coverings.
Loss of electrolyte will weaken the battery and damage the cell.

18. When batteries are scrapped, drain out all of the electrolyte, and flush out with water.
The person who gets an old battery may still get a shock from it if the electrolyte is not drained out.

FIRESTONE AIR-BLOK

PNEUMATIC DUNNAGE



ENDS SHIPPING DAMAGE AND DUNNAGE WASTE!

Air-Blok, Firestone's pneumatic dunnage cushion, assures damage-free deliveries, shipment after shipment. You buy it only once. From then on, cargo bracing is a low-cost, one-man job.

One workman can quickly block lading by inflating Air-Bloks in place. These tough, rubberized nylon cushions, made according to the new improved Firestone design, take up slack, tighten the load and offer shock-absorbing security against shipping damage.

At each trip's end, Air-Blok deflates to speed return of dunnage and eliminate demurrage charges. The cushions return for re-use and cancel costs of short-lived, conventional dunnage.* Dunnage savings up to 50% are reported by shippers.

For full Air-Blok information, contact Firestone Industrial Products Company, Dept. 60-2, Noblesville, Indiana.

*Free return in following territories: Within: Official, Southern, Southwest; between: Southern and Official, IFA and Southern, Official and Southwestern, Southwestern and Southern. Applications for other territories are pending.

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Air-Blok is easy-in, easy-out dunnage; one man can block entire car swiftly.

Firestone

INDUSTRIAL PRODUCTS COMPANY

NOBLESVILLE, INDIANA / INTEGRITY, QUALITY, ACCURACY, DEPENDABILITY

Air-Bloks are quickly deflated, rolled and tied with built-in straps for easy return.

Somewhere near you...

there's a man and a forklift . . . not an ordinary man . . . not an ordinary forklift. The man is an experienced Clark service technician. The truck is a Clarklift . . . sometimes misused, sometimes abused beyond reasonable limits. Still it keeps lifting, hauling, storing.

The man is adding the priceless ingredient to this workhorse of the warehouse. The ingredient is service . . . Clark Planned Maintenance at the job site, Genuine Clark Original Equipment Replacement Parts. Service goes with the sale of every Clarklift whether it be in San Diego or Montreal; Collier City, Florida or Deep Creek, Washington. It's the added value you can measure. It's the best reason in the world to buy Clark.

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Industrial Truck Division
CLARK EQUIPMENT COMPANY
Battle Creek, Michigan

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Competition has returned with its full impact . . . and this offers a real challenge. To meet it with full measure of success you'll have to support greater production and intensified sales effort with a *sound and practical system of distribution.*

Our facilities and service can do just that for you in Chicago, Kansas City and Los Angeles, with modern warehouses, conveniently located.

Here we offer spacious switch tracks and plenty of truck docks to facilitate loading and unloading of cars and trucks . . . streamlined handling equipment to expedite in and outbound movement . . . choice storage space . . . experienced, courteous personnel, trained in every detail of your branch house functions . . . plus responsible management continually looking after your interests.

Crooks offer you complete Branch House service tailored to fit your individual needs. Contact our New York, Chicago, Kansas City or Los Angeles office for full particulars concerning your specific needs. Consult us today!

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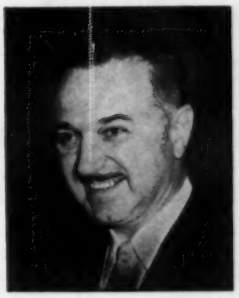


We Look Ahead

We have every reason to believe that 1961 will be a milestone year when the history of distribution management will be written.

For one thing, the number of manufacturers reorganizing the control of their physical distribution methods keeps increasing.

There were none when DISTRIBUTION AGE entered the field 60 years ago. By the end of the "fifties," there were only about two dozen. So far in the "sixties another dozen joined the ranks—with at least nine more quietly researching and planning.

Another healthy sign is the news that at least three publishers will venture into the field of physical distribution.

It takes a great deal of money to start a new magazine and keep it going. These investors must have a lot of faith in physical distribution. We feel flattered. They must have been among our readers—where else but in DISTRIBUTION AGE have the principles and practices of physical distribution appeared?

We sincerely welcome these publications. We hope that they will prosper.

This development recalls other pioneering efforts of the past. At the turn of the century, our far-sighted forebears saw transportation and warehousing as the basic services for the fast and economical distribution of manufacturers' products to their consumers. They brought shipper and carrier together.

When it appeared that freight transportation was "here to stay," other publications sprung up. Some still are in existence, and doing well.

When mechanized handling was introduced, we embraced its principles and urged their adoption. Years later, about the time of World War II, top military brass found these principles and practices as a solution to their many problems of logistics. We were approached to prepare a materials handling systems manual. We did.

After the war, this manual became the basis on which materials handling magazines came into being. Most still are in business.

So it goes. The role of the pioneer is fraught with many hazards. But his rewards are very satisfying when he sees his narrow trails grow into wide, busy avenues by those who follow.

Much credit for the growth of any new science must go to those who early accept the concepts and put them into practice. Starting with belief, they must buck custom and press on with courage until their efforts produce results.

We met a number of these hardy fellows in Philadelphia last month. They attended the annual meetings of the American Society of Traffic and Transportation and the Associated Traffic Clubs of America.

Credit also goes to planners of the meetings. There was a time, not very long ago, when physical distribution was considered alien to professional traffic men.

All who attended received a wide range of information—from how to organize to how to operate a physical distribution department.

At one of the meetings a man introduced himself, saying that, in the past, he had written critical letters about our editorials urging traffic men to broaden into physical distribution.

As assistant traffic manager, his goal was his boss' job. One day he got it. With it came a great let down. "I began to realize," he said, "what my old boss was up against. In every phase of our firm's operation there were experts who believed that they knew more than I.

"In traffic decisions, I often was overruled by the purchasing agent or the sales manager. The production manager gave me car loading and unloading troubles. The company lawyer outtalked me on claims and ICC matters.

"It wasn't until I gained some knowledge about physical distribution that anybody paid any attention to me. This, as I see it, is my goal—before somebody in the company beats me to it."

We don't remember this fellow's letters. We do recall some that were unprintable. We don't suppose that those fellows came to Philadelphia. We don't suppose that they ever go anywhere.

Distribution management is a complex science. We can't expect everybody to adopt it. But there are thousands that should. Until they do, we've got a big job ahead.

H. V. Greene
EDITOR

NEW PRODUCTS

THIS IS the key to DISTRIBUTION AGE's new rapid service for readers. For complete details on these products write to the

EDITOR, DISTRIBUTION AGE, 56th and Chestnut Sts., Philadelphia 39, Pa.

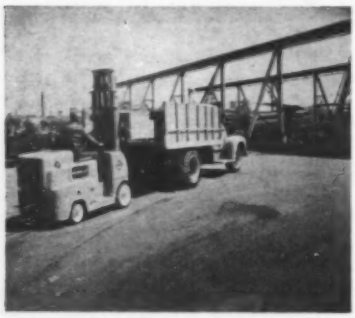
on your company letterhead.

BE SURE TO SHOW the . . .

TITLE of the item and the product NUMBER.

Series of Lift Trucks

Allis-Chalmers Manufacturing Co. has seven new lift trucks with capacities ranging from 6000 through 10,000 lb. A 6-cylinder gasoline engine, developing 77 hp, powers the new models. LP gas and diesel units are available for the new trucks. For smaller capacity trucks a four-cylinder engine develops a maximum of 52 hp. The masts are made of high carbon steel sections welded together to provide a rigid, permanent structure. Piston-type lift cylinders with self-adjusting inner seals and friction reducing load rollers are among



its features. The trucks come with either the standard mesh transmission with two forward and two reverse speeds, or the power-shift torque converter drive which transmits engine torque to the drive wheels and permits the driver to instantly change direction. Hydraulic lines are steel tubing to eliminate hose chafing. Special purpose lift trucks have an 8½-in. ground clearance at the center and a 6-in. clearance below the mast. Thus they can travel over uneven ground surfaces, floors, or over railroad tracks. For more information write to the editor about M56.

Identification Tags

Broomall Industries Sales Co. has carbon steel tags of over 100 different shapes that can be recognized at a glance. These tags can be attached by wire to the raw material and kept

on until final consumption. They are recognized by their shapes. Severe heat or extreme weather conditions have no effect on tags. For more information write to the editor about M64.

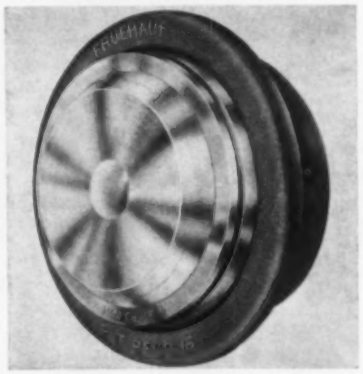
Narrow-Aisle Lift Truck

The Automatic Transportation Co. announces a narrow-aisle lift truck. A single operating lever replaces a cluster of controls. The control handle combines three speeds forward, reverse, plus lifting and lowering of the forks. Controls are electrically interlocked to prevent starting or reversing in any but the first speed

position. The driver can control lift and travel functions simultaneously. Straddle arms pivot independent of the drive unit, preventing frame distortion and instability on uneven floors. This lift truck is available in 2000, 3000, and 4000 lb. capacities. Write to the editor for M45.

Plastic Clearance Lamp

A new lamp produced by **Warren Manufacturing Co.** has a lens sealed water-tight to its housing. Lens and body are of shock-proof plastic. The brass and copper parts, housed inside



a plastic housing, resist corrosion. Bulb changes are quick as the lens pries off and snaps on. A plug-in connection for a ground wire is located on the back of the lamp's housing. For more information write to the editor about M60.

Tachograph

If you are interested in recording engine and road speeds on both sides of one chart, check the new tachograph from **Argo Instruments Corp.** The instrument makes a continuous

tamper-proof record of vehicle operation. It guards against lugging, over-revving, and driving downhill in neutral. For all the facts, write to the editor, asking for M72.

and EQUIPMENT

Trailer Refrigeration Unit

Thermo King Corp. offers a trailer refrigeration unit light in weight. It performs both trailer-cooling and heating operations. The heating operation is controlled by easy-to-read, easy-to-adjust thermostat with a

—20 F to +80 F deg range. Defrosting can be automatic or manual. The unit after the initial start automatically starts and stops in response to load temperature changes. The unit is powered by a four-cylinder, water cooled engine, and can be equipped for either gasoline or propane fuel. For more information, write to the editor, ask for M70.

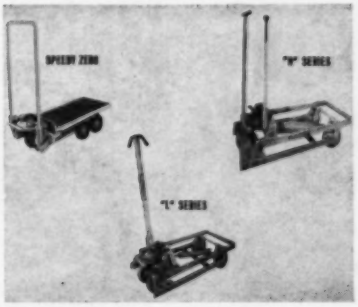
Curved Conveyors

The Goodyear Tire and Rubber Co. has developed new curved conveyors. The curved belt is inlaid with radial steel rods that keep it flat on the conveyor bed even at high speed. All the radial stresses in this curved belt are distributed along the inside edge of the curve rather than being concentrated at bracket points along the

outside edge. The steel rods are set in a channel of tough polyurethane rubber to protect against edge wear. This system maintains a continuous flow around the corner without contact with side frames or any other devices. Power is provided to the belt through an end pulley as in straight belt flights. For additional information write to the editor about M49.

Skid Trucks

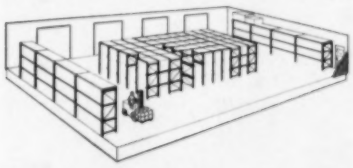
Three skid trucks with capacities of 1100, 2400, and 4800 lb are manufactured by **Stokvis Multiton Corp.** All trucks feature under-load wheel design for full support and stability, as well as all-steel construction. The 1100-lb capacity model has a 5¾-in. lowered height, a 2-in. mechanical lift



in one stroke, and 18 x 40 in. platform, and rubber-tired wheels. The 2400-lb capacity truck is hydraulically lowered. It has 2-in. mechanical lift in one stroke, and forged steel wheels. The 4800 lb capacity has hand operated, 2½-in. multi-stroke hydraulic lift and lowering. It is equipped with forged steel wheels and comes in standard sizes. For more information write to the editor about M71.

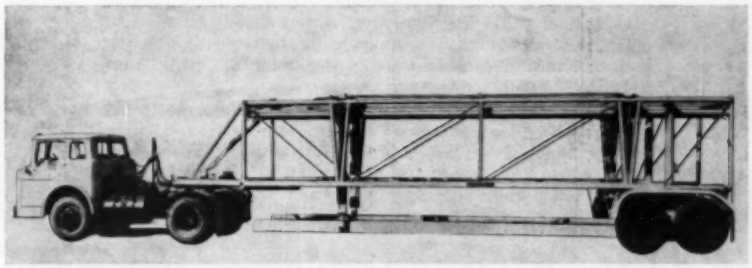
High-Density Storage

Acme Steel Co. announces a group of drive-in and drive-through racks for high-density storage of palletized items. Use of the rack allows floor space to be covered by storage racks, even the space normally allotted for internal aisles. Fork-lift trucks and workers can have full access to storage items. The pre-fabricated units



of the line include vertical frames made of welded 3 in. square columns and 1½ in. square diagonal tie-members, rail support arms, and 3-in. square support rails which hold the pallets, plus ceiling supports and cross-bracing members. For more facts write to the editor about M51.

Unit Load Trailer



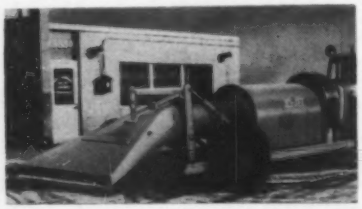
The **Towmotor Corporation's** line of materials handling equipment has been augmented by a series of "Strad-O-Lift" trailers. These trailers are designed to pick up and carry large unitized loads at highway speeds. Hydraulic lifting shoes, operating from cab controls, will pick up any unit load such as lumber, pipes, bulk bins, and beams, weighing up to 20 tons. Available in lengths up to 40 ft. Receive additional information by writing to the editor. Ask for M74.

(*Please Turn Page*)

New Products and Equipment . . .

(Continued from Preceding Page)

Ice and Snow Remover



Page-Littleford Ice-Jet snow removal equipment removes snow and ice from railroad switches, yards and tracks, airport runways, highways, parking areas, and other locations. The Ice-Jet was developed after close coordination between the New York Central Railroad and the Page-Littleford Corp. Write to the editor for more information. Ask for M40.

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"HANDLE WITH CARE" reminders are never needed on United SAFE-GUARD shipments. United Agent's take special pride in protecting *every* article entrusted to them. Sanitized* vans, equipped with cushion-soft padding and manned by well-trained crews, turn this pride into practical advantages for you.

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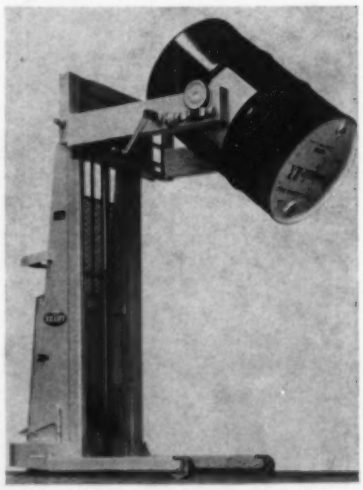
Hydraulic Lift

A four-poster hydraulic lift system that transfers truck bodies from one chassis to another is offered by **Special Products Division, Stanray Corp.** Each lift unit consists of four hydraulically powered lift posts set in a concrete ramp. Two posts hold a container at each side on the lower

edge and lift it about 12 in. above the truck chassis. The lift units are installed in pairs so that two containers can be hoisted from a trailer at once. The system is designed to reduce loss of product through evaporation, like the handling of dry ice by hand. One man can operate the system. For further facts write to the editor about M48.

Drum Dumper

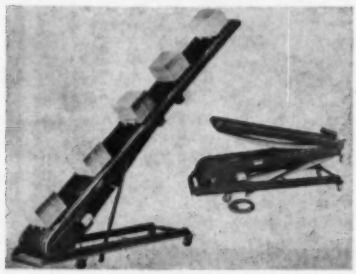
A drum handler that will lift, move, pour, and stack drums is being sold by **Crown Controls Co.** A system of mechanical, hydraulic, and electric power operates the lift. It is made to



handle standard 55 and 30-gal. drums with optional equipment to handle wooden kegs and barrels. The contents can be poured from heights of 0 to 122 in. at an angle of 45 deg. Write to the editor for details. Ask for J20.

Portable Stackers

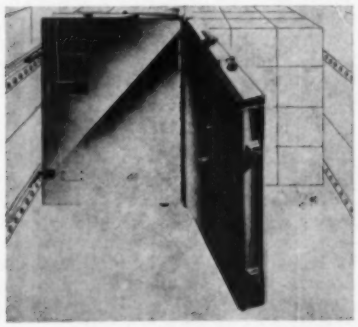
A stacker-conveyor with a hydraulic elevator is being made by **Hytrol Conveyor Co., Inc.** Loading and unloading of trucks, trailers, freight cars, and transfer between floors and pile stacking are its main uses. The rough surface rubber belt handles cartons, boxes, sacks, bags, or bundles. Its load capacity is 150 lb per unit or



a 300 lb total when full power is used. The belt speed is 65 fpm. Belt travel is reversible. It folds to nearly half its length and can be stored in a small space. It is available in 10, 12, 14, and 16-ft lengths. One man can operate it. For further facts write to the editor about M50.

Fold-A-Way Bulkheads

Youngstown Steel Car Corp. announces fold-a-way bulkheads that fit two per car and permit visual inspection without moving it away from the load. The bulkheads measure 6 ft in height and can be folded in half. They are fitted at one end with upper and lower "T" hinged trolleys, each utilizing two 3 in. wheels with roller bearings. The trolleys run on struc-



tural channels fitted flush into the sides of the car. Four locking pins, two on either side of the bulkhead, are actuated by two locking handles recessed into the face of the bulkhead. A sliding latch on top of the bulkhead locks the middle section. The bulkheads have four heavy-duty ball bearing swivel casters. For more facts write to the editor about M54.

DISTRIBUTION AIDS

Powered Conveyors

Interested in conveyors? Then read this combination catalog and engineering handbook that is profusely illustrated with photographs and line drawings. Issued by **Lamson Corp.**, the booklet contains a detailed engineering section dealing with design theory and resulting engineering calculations. It lists the many types of conveyors available and the variety of custom services they perform. The section on Application Engineering describes the principles of "good conveyor practice." For your copy of the booklet write to the editor for M37.

Annual Port Report

The rapidly changing face of the port of New York, with increasingly better transport facilities, will receive wide interest from those in the field of physical distribution. The 1960 annual report of the **Port of New York Authority** graphically illustrates the port development, tunnels and bridges, terminals, air and marine terminals, railroad equipment program, world trade center, Hudson and Manhattan Railroad, and other transportation facilities that will be improved in the near future. For your copy of this report write to the editor for M38.

Container Rental Service

Truck containers ranging from 5000 lb to 52,000 lb loading capacity can now be rented by shippers all over the world. **North American Van Lines**, which has incorporated the world wide container rental service, has issued a brochure that gives the specifications of the 10 container types. For more information write to the editor for M36.

Plastic Box Containers

G. B. Lewis Co. offers information on a hopper front plastic stacking box that is smooth, strong, non-corrosive, and easily cleaned. Special mounting rails and supports illustrated in the brochure allow a wide variety of bench assembly arrangements. For more information on the plastic stacking box containers and mounting accessories write to the editor, ask for M24.

Electric Lift Truck

James Campbell Smith, Inc., has issued a folder describing its electric lift trucks with arm-length, eye-level maintenance center that facilitates maneuverability. The brochure details specifications, performance data with line drawings and photographs. For your copy of the two-color brochure write to the editor. Ask for M34.

Railroad Yearbook 1961

The **Eastern Railroad Presidents Conference** offers the Yearbook of Railroad Information for 1961. The pocket-size yearbook contains information on distribution of traffic, railroads in 1960, operations, distribution of railroad revenue dollar, and other pertinent facts. For more information write to the editor for M15.

Custom Leasing Plan

A booklet detailing a new custom leasing plan is offered by the **Hyster Co.** The booklet explains short-term rental, lease with full maintenance, lease with option to buy, lease without option to buy and fleet lease. For your copy of the booklet write to the editor for M32.

BOOK

Reduce Shipping Costs

"Thirty-five Ways to Reduce Your Shipping Costs," by Raynard F. Bohman, Jr., is published by the **Institute For Business Research, Inc.** This 15-page booklet provides the average shipper with a quick, handy review of opportunities in cost reduction, one or more of which may be worth considerable to him. For the traffic specialist this booklet offers a convenient checklist against which to review his company's transportation cost control program, as well as basic training for his assistants.

Copies of this booklet can be acquired by the public from the Institute For Business Research, Inc., 49 West 57th St., New York 19, N. Y. Price: $1.00.

High Speed EDP

A new system for sending and receiving data at high speed, to and from any number of remote locations, has been introduced by the **Digitronics Corp.** in a brochure. It details the use of the system, which when used with the Bell System Data-Phone 200, permits use of the regular telephone network, reads or writes data via punched paper tape, punched cards, or magnetic tape. For your copy of the brochure write to the editor for M13.

Fork-Lift Trucks

An illustrated color brochure describing five heavy-duty fork-lift trucks designed to handle van-size shipping containers is issued by **Clark Equipment Co.** Dimensions and operating advantages of the trucks are explained in drawings and text, and sketches illustrate the torque converter, planetary drive axle and power shift transmission used in each model. For further information write to the editor. Ask for M18.

Proper Truck Selection

Automatic Transportation Co. has published a two-color brochure on industrial truck selection. It lists five ways in which a mis-applied truck can damage your cost position. Case histories show how wrong trucks are unproductive. Seven tips for choosing the right truck to fit each application are also listed. Write to the editor for your copy. Ask for M17.

Conveyor Belting

Literature is available on solid woven belting from **Hewitt-Robins.** It describes the best belt for specific applications, like an impregnated polyvinyl chloride belt for both under and above ground use. For more information write to the editor for M1.

Warehouse Services

Ohio Warehouses, Inc., is offering an illustrated brochure about the various warehouse services now available in Columbus, Ohio. Advantages include central location, heated storage, modern methods. Write to the editor for M26.

Messenger Vehicles

A colorfully illustrated catalog is offered by **Cushman Motors** describing the 1962 line of messenger carriers. In addition to the gasoline-powered models, the catalog also covers the manufacturer's complete line of electric-powered Trucksters. The catalog gives mechanical specifications and cut-away views for each. Write to the editor for your copy of this full color catalog. When writing, ask for M2.

Rigid Roofing

H. E. Werner offers a new two-color brochure on new rigid urethane roofing. Illustrations describe its economical installation; its insulating qualities which make heating, refrigerating, and air-conditioning economical; and its moisture-resisting ability which provides trouble-free weatherproofing for industrial, commercial, and institutional buildings. Write to the editor, asking for M19.

Vibrating Conveyors

An illustrated brochure showing new natural frequency vibrating conveyors with variable stroke positive drive is offered by **Stephens-Adamson Manufacturing Co.** The variable stroke positive drive provides infinitely variable conveying speeds from zero to maximum. The brochure explains special applications and engineering features of the vibrating conveyors with charts and photographs. Write to the editor for your copy of this informative brochure, ask for M22.

Motor Carrier Map

The complete system served by **Interstate Motor Lines, Inc.**, is detailed in a colorful new map just released. Industrial traffic managers will find it gives full insight into the operations and services of this Salt Lake City, Utah, based carrier. For your copy, write to the editor, ask for M39.

Ports Of Philadelphia

"Handbook of the Delaware River Port" released by the **Delaware River Port Authority** contains current information about the services, facilities, and organizations in the Ports of Philadelphia. A directory in the back lists the foreign ports served by steamship lines from Philadelphia as well as a listing of steamship agents, stevedores, towing companies, warehouses, freight forwarders, packing firms, consuls, banks and railroads. Copies are available by writing to the editor. Ask for M35.

Special Engineering Service

A two-color brochure is offered by the **Elwell-Parker Electric Co.** describing its special engineering service for industrial truck users. The brochure shows examples of actual production problems solved by special mechanical handling equipment recommended by the engineering service. The examples are drawn from the metalworking, basic ferrous and nonferrous metals, building materials, ferrous foundry, glass, textile, paper and automotive industries. For your copy of the brochure write to the editor, asking for M11.

BOOKS

Truck Refrigeration Standard

The Air-Conditioning and Refrigeration Institute has announced the publication of Standard for variable speed transport refrigeration units employing forced-circulation air-coolers, such as are used in refrigerated trucks, trailers, and railroad cars. The standard applies to units intended for high-temperature (25 deg F or above) and/or low-temperature (10 deg F or below) service. It establishes a specification of what constitutes minimum standard equipment; rating requirements; methods of testing; and proper marking for the equipment covered in the standard.

Copies of the "Standard for Variable - Speed Transport Refrigeration Units Employing Forced-Circulation Air-Coolers" are available through ARI, 1346 Connecticut Avenue, Washington 6, D. C. Price: 75¢.

Custom House Guide

The new 1961 edition with more than 1800 pages is of particular interest to shippers doing business through the ports of the United States, as well as Canada and the Philippines. Alphabetically arranged, each port is treated independently, containing port charges, descriptions and geographical limits, various firms servicing shippers; all forms of transportation, customs personnel, consular offices, etc. Subscribers also receive a monthly supplement, American Import And Export Bulletin, which publishes the latest laws, rulings, decisions, regulations, and foreign trade opportunities. It includes articles and features of direct interest to the foreign trader.

Copy of the Guide can be obtained from Custom House Guide, Box 7, Bowling Green Sta., Custom House, New York 4, N. Y. Price: $30 plus postage.

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on your company letterhead. BE SURE TO SHOW the . . .

TITLE of the item and the product NUMBER.

Materials Handling Equipment

A brochure describing the broad line of materials handling equipment for processing, storage, and shipping is issued by **Rumsey and Associates Inc.** The custom-built equipment includes dump hopper trailer trucks, core and mold trucks, special scrap trucks, and automotive tire trucks. Write to the editor for your copy. Ask for M14.

Industrial Casters

A folder published by **Faultless Caster Corp.** carries illustrations and information on special application casters, including V-grooved, spring-action, grease-sealed, and scaffold types. Seven different types of wheels are shown in cut-away views. For your copy of the folder write to the editor. Ask for M27.

Foam Protection Packaging

Mobay Chemical Co. has issued an illustrated booklet for the industrial and commercial packager. It describes the advantages of urethane foam protection against dampness, wide temperature fluctuations, fungus, and its use as an insulating medium in industrial packaging. For your copy of this booklet write to the editor for M30.

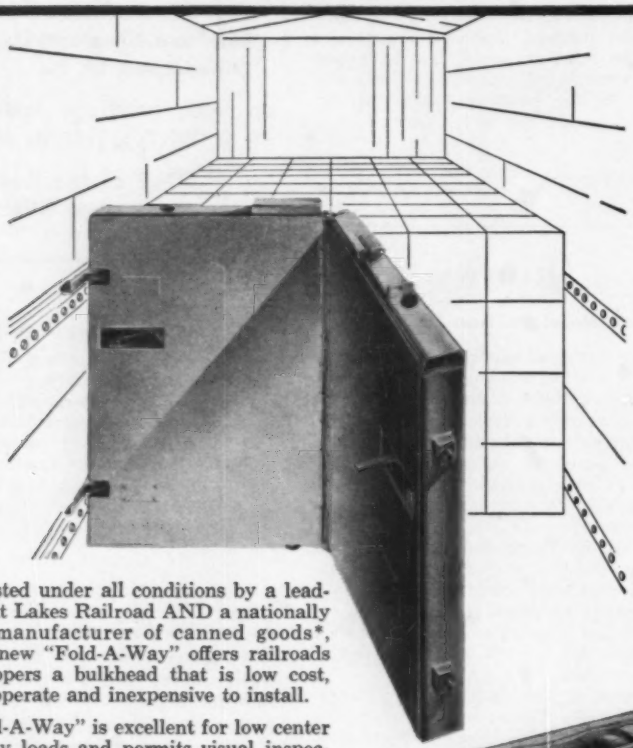
Acid-Proof Cements Charts

A guide published by the **Acid-Proof Cement Manufacturers Association** contains a list of more than 75 corrodent solutions and a rating for the various types of acid-proof cements at temperatures of 75 deg F and 140 deg F. For your copy of the chart write to the editor for M5.

(Please Turn Page)

YOCAR'S RoLLoK "FOLD-A-WAY"

A bulkhead that ▸ rolls in place!
▸ has low installation cost!
▸ is simple to operate!



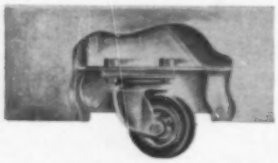
• Tested under all conditions by a leading Great Lakes Railroad AND a nationally known manufacturer of canned goods*, Yocar's new "Fold-A-Way" offers railroads and shippers a bulkhead that is low cost, easy to operate and inexpensive to install.

"Fold-A-Way" is excellent for low center of gravity loads and permits visual inspection without moving. No costly maintenance is necessary since there are no complicated operating mechanisms, and the basic unit is constructed to withstand rough treatment and abusive handling.

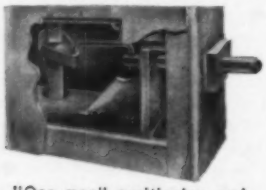
"Fold-A-Way" is the latest in a complete line of shipping devices designed and built by Yocar to serve the needs of railroads and shippers. For further information write, wire or phone.

Names furnished on request.

"Fold-A-Way" is fitted at one end with upper and lower "T" hinged trolleys, each utilizing two 3" wheels with roller bearings. Trolleys roll on 3" — 9# structural channels fitted flush into the car sides.



Four heavy-duty ball-bearing swivel casters attached to bottom of "Fold-A-Way" permits easy, quick positioning.



"One man" positioning and locking. Four locking pins, 2 on each side of bulkhead, are actuated by 2 recessed locking handles.

YOCAR

Youngstown Steel Car Corporation
NILES, OHIO

Aids . . .

(Continued from Preceding Page)

Steel Strapping Machines

New literature is available from **Inland Wire Products Co.** on automatic steel strapping machines. The machines, when used with power conveying and automatic controls, provide a completely automated packaging operation for reinforcing and bundling all types of shipping containers, bundles and packages. For more information write to the editor. Ask for M6.

Guide and System Map

Interstate Motor Lines offers a new U. S. routing map that is clear and easy to read. The map contains pictures of the modern IML equipment and terminal facilities. It also lists terminals and off line offices of this coast-to-coast carrier. For your copy of the maps ask the editor for M20.

Office Conveyor

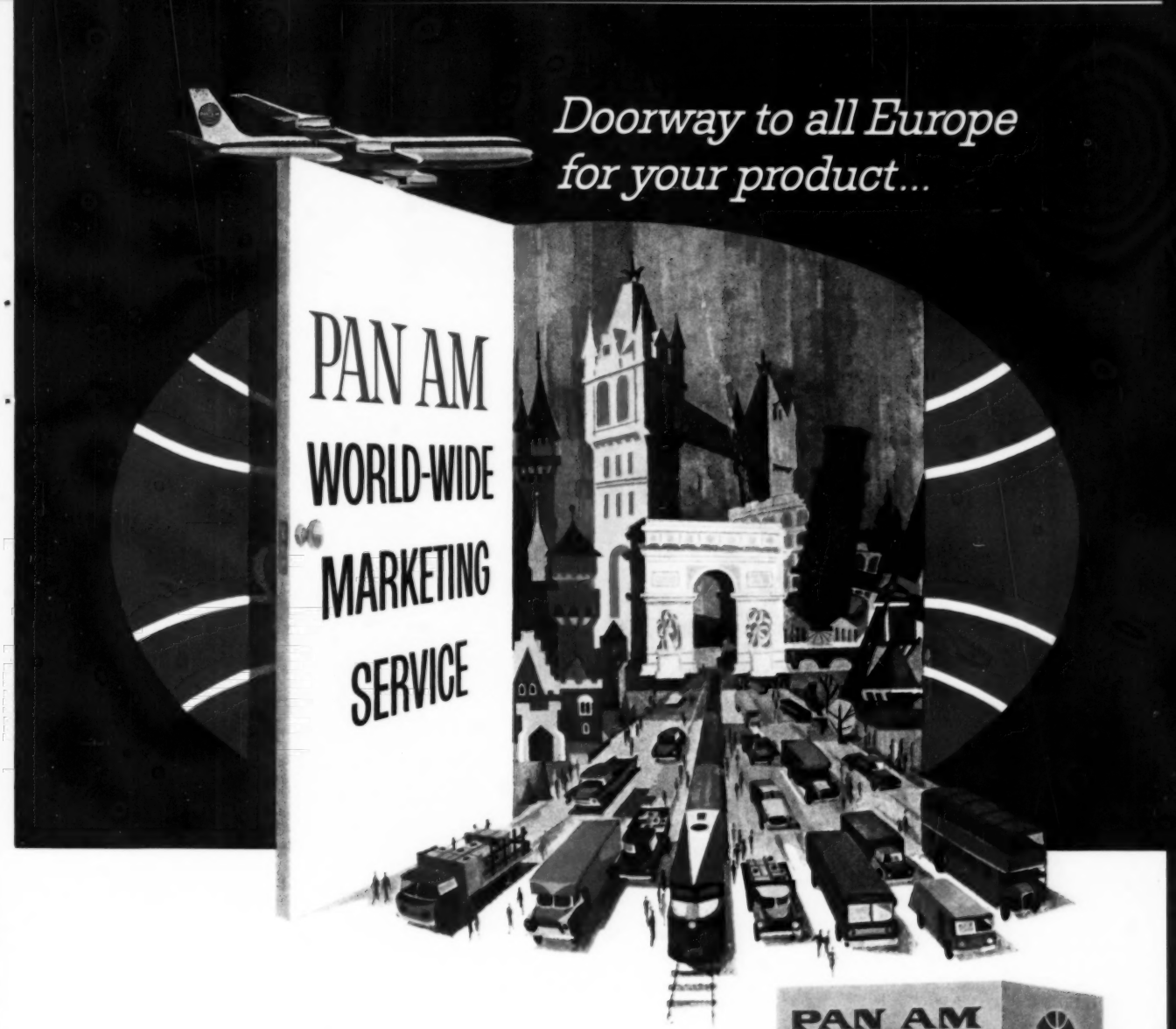
Mercury Industries, Inc., offers literature on an office conveyor that handles the movement of paperwork in departmental and interdepartmental operations. Literature describes its flexibility in application to eliminate manual methods of paperwork handling. For more information write to the editor for M21.

Stainless Steel Floor Plate

A new booklet describing the safety and economy features of stainless steel floor plate is issued by the **Eastern Stainless Steel Corp.** It gives data for anyone connected with the installation and maintenance of industrial flooring and safety equipment. It illustrates applications, and includes specification tables. For more information write to the editor for M12.

Philadelphia Facts

The Chamber of Commerce of Greater Philadelphia is offering an illustrated handbook with information on manufacturing, labor, distribution trades, transportation and other key areas of greater Philadelphia. It traces growth and development through 94 tables and 18 charts and maps. For your booklet write to the editor, asking for M25.



Now, in one step, the most complete overseas marketing service ever developed helps you do business with Europe's 343,000,000 consumers.

WORLD-WIDE INFORMATION

Current, valuable, authoritative information on 114 world trade centers in 80 foreign lands!

- *Pan Am helps you get marketing facts* —plus special needed information.
- *Pan Am can help find markets for your product*, also distributors, buyers, bankers overseas.
- *Pan Am advises all the way* on containers, insurance, rates, routes, collections.
- *Pan Am monthly magazine* lets you in on "inside" information, overseas opportunities!

WORLD-WIDE TRANSPORTATION

More flights direct to more major markets by the world's largest, fastest overseas air cargo fleet!

- *Fastest delivery overseas, from 15 international gateways in U. S.* plus faster, new ground procedures.
- *One source for documentation*, plus world's largest *international* truck-air system, cuts red tape.
- *More space, speed!* More all-cargo planes, and over-ocean Jets.
- *Rates lower than ever!* In more and more cases distribution by Pan Am costs less than by surface.

WORLD-WIDE REPRESENTATION

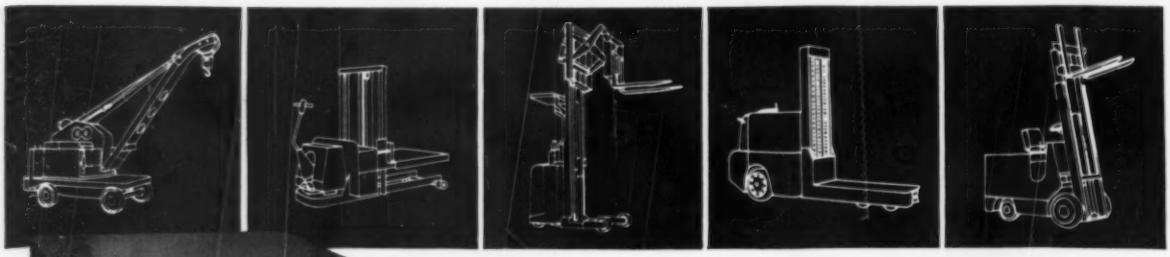
More American and English-speaking personnel to represent you and your product overseas!

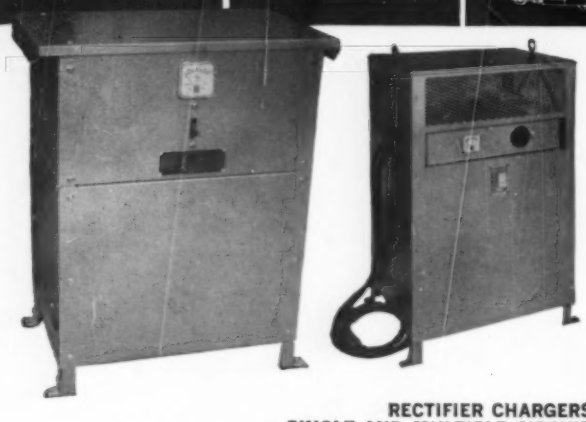
- *You get 114 world-wide offices—at no extra cost!* Your product is handled the way *you* want.
- *American viewpoint on the spot* from American-trained personnel with local market know-how.
- *World-wide contact service!* Pan Am's integrated sales/service organization takes the hitches out of world marketing.
- *World-wide follow-through* makes world's *surest* delivery!

PAN AM CARRIES MORE CARGO TO MORE PLACES THAN ANY OTHER AIRLINE

*Trade Mark, Reg. U. S. Pat. Off.

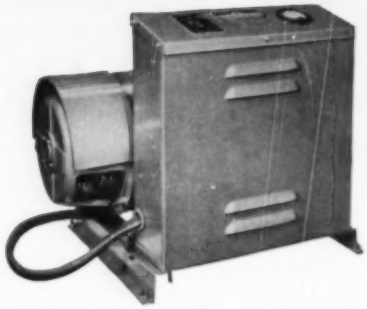
Call your cargo agent, freight forwarder or Pan Am office.





RECTIFIER CHARGERS
SINGLE AND MULTIPLE CIRCUIT

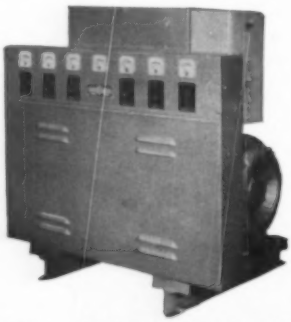
A complete line of fully automatic, magnetic amplifier controlled, solid state rectifiers to fit any industrial truck application.



MOTOR
GENERATOR CHARGERS—SINGLE CIRCUIT

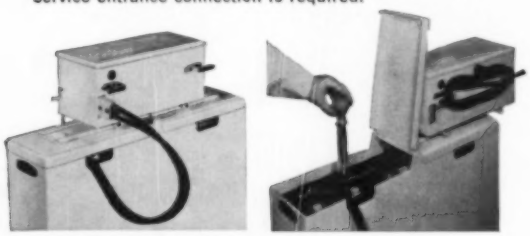
Low speed and noise level motor generator (1750 rpm)

Add flexibility to decentralized charging with these semi-portable, fully automatic models. Transistorized relay gives precise termination of charging cycle. Only AC service entrance connection is required.



MOTOR GENERATOR CHARGERS
PACKAGE MULTIPLE CIRCUIT

These automatic chargers have transistorized relays for exact termination of charging cycle on each battery, shutting the motor generator down when last battery is charged. Only AC service entrance connection is required.



GOULD FULPOWR® UNIT

Fully automatic, complete power package (battery and charger) for hand trucks. Silicon rectifier charger slides to one side for easy battery servicing.

AUTOMATIC CHARGING EQUIPMENT TO FIT EVERY ELECTRIC TRUCK INSTALLATION

Gould now offers charging equipment for every type of installation—plus the facilities to manufacture special chargers of any kind. All units have completely automatic controls for starting and terminating the charging cycle—comply with Industrial Truck Association charging standards. It's the most complete line of charging equipment available to keep your motive power batteries operating at maximum strength.

Gould specification engineers will be happy to assist you in selecting the proper charging equipment for your particular needs, and to help set up battery maintenance procedures. *Ask for our new charging equipment catalog.*

GOULD ELECTRIC TRUCK BATTERIES

A complete line stocked nationwide for fast delivery. Precision engineered to give you sure, positive power.

More Power to you from GOULD®

GOULD-NATIONAL GN BATTERIES, INC.

INDUSTRIAL BATTERY DIVISION

GOULD-NATIONAL BATTERIES, INC.

St. Paul 1, Minnesota

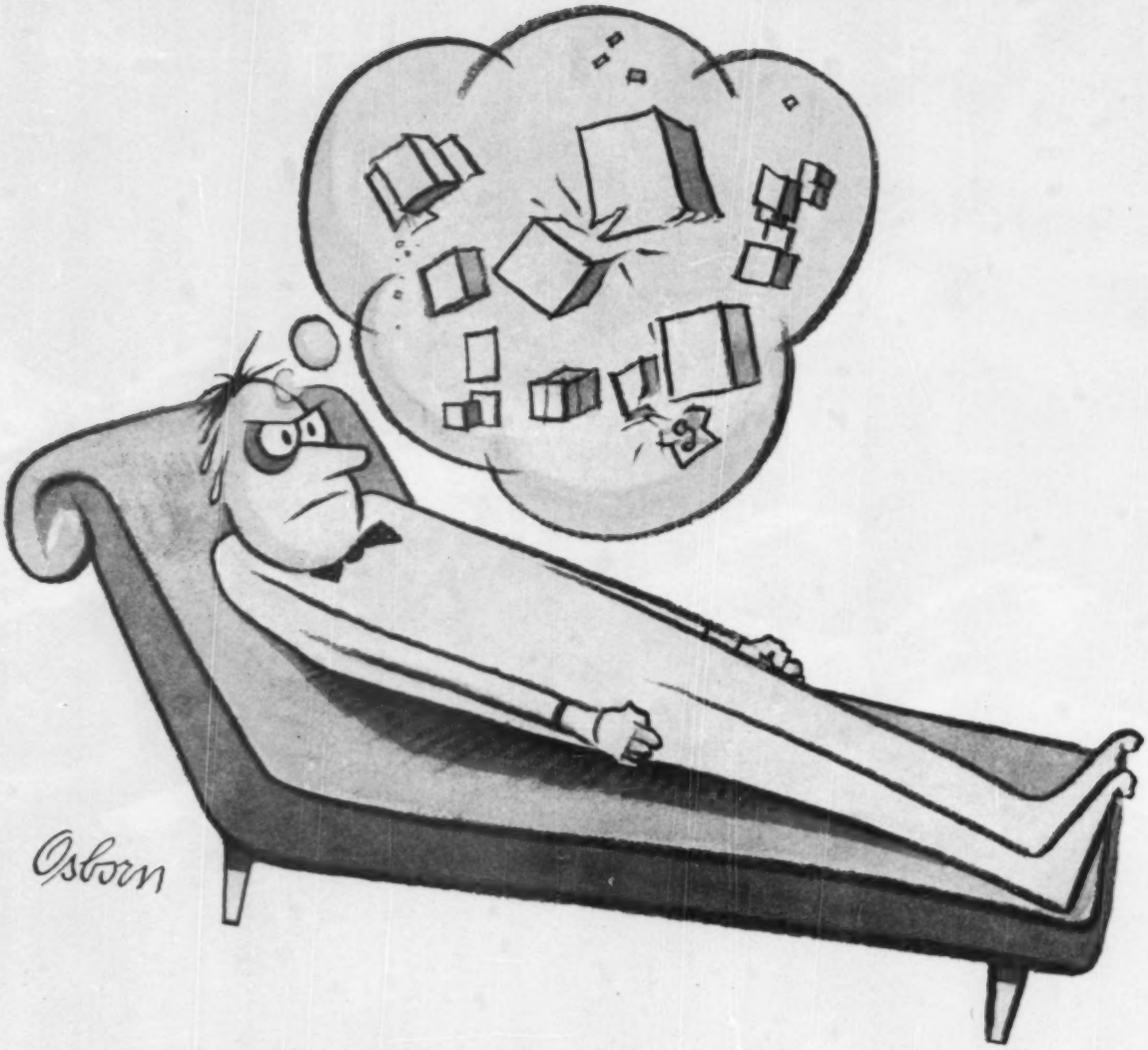
DISTRIBUTION AGE

THE AUTHORITY ON PHYSICAL DISTRIBUTION

BIRDY-BACK GUIDE

also Birdy-Back Service Chart p. 36

Air Cargo Directory p. 42



DIAGNOSIS: SHIPPERS ANXIETY

CURE: AMERICAN AIRFREIGHT PROFESSIONALS

One call to American Airlines AIRfreight and your shipping problems are solved. Solved by a staff of AIRfreight *professionals*. Tools of their trade: the most advanced facilities and aircraft in the world. Use American AIRfreight and you benefit from shipper-extras like preplanned space availability data and a nation-wide communications network second to none in size and flexibility.

From shipper's door to receiving dock your shipments are in the hands of AIRfreight career men like the Fleet Loader who makes sure your goods get careful handling. Or the Cargo Expediter, whose job is to see that your shipments arrive on time at any one of 3,042 markets served by American through 50 major cities. Right up the line to the Cargo Service Manager, American's professional staff is keyed to the demands of the shipper.

Confidence built on service like this is why more shippers move more freight on American than on any other airline in America. *Ship with the professionals*—call the leader, American Airlines AIRfreight.

AMERICAN AIRLINES

America's Leading Cargo Airline

Birdy-Back Guide

This guide to birdy-back operations by the major airlines gives a clear picture of the eight airlines now handling containerized shipments and what special equipment they use, make available to shippers

HERE is the latest tabulation in complete presentation form of the major airlines now offering container service. Each airline has its map with appropriate copy explaining the type of container service offered.

With the passing of each year, the airlines strive to make their services more complete, more easily applicable to industrial traffic manager and shipper needs. Several of the airlines provide the shipper with containers in a complete door-to-door service including pickup and delivery.

TMs and other shipper-interested parties will probably want to make reference to the Air Cargo Directory when routing shipments in order to make the most intelligent expenditure of the shipping dollar. As this Birdy-Back Guide is set-up, it is not at all necessary to consider the Air Cargo Directory along with it, but it will give you a better view of an airline's ability to meet all of your air cargo needs.

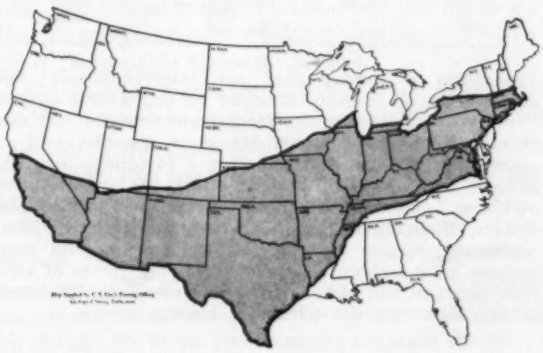
Fork-lift trucks and elevating platforms are among the major means of handling the containers at most airports and by most airlines. Types of containers used by the airlines range from plywood to aluminum and maximum heights of containers accepted by the different airlines vary. It's an important item to check.

But while many container sizes may differ, in general the airlines agree that due to military requirements, many of the containers used for shipping household goods overseas have progressed toward what may become an industry standard.

Nine airlines are included in this year's Birdy-Back Guide.

American Airlines 35
British Overseas Airways Corp. 38
Continental Airlines 37
Delta Air Lines 38
Flying Tiger Line, Inc. 40
National Airlines 40
Northwest Orient Airlines 40
Pan American World Airways 38
Seaboard World Airlines 37
United Air Lines 40

American Airlines

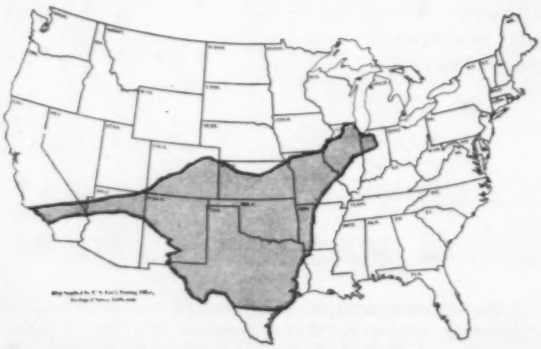


Provide transportation for van-type containers as an originating carrier. Provide containers: wheeled aluminum box 8 ft x 4 ft x 6 ft high. Completely enclosed with hinged door, side opening. Company provides a complete door-to-door container service including pickup and delivery. Maximum dimensions of containers accepted: sliding scale based on combination of length/width. Read from a cargo size chart. Height normally placed at 78 in. They are loaded by fork lift. Loaded at all cities served by all-cargo flights and can be shipped to all cities, destinations, served by all-cargo flights. Offer connecting service via interline agreements with other airlines only as a special arrangement.

Birdy-Back Chart

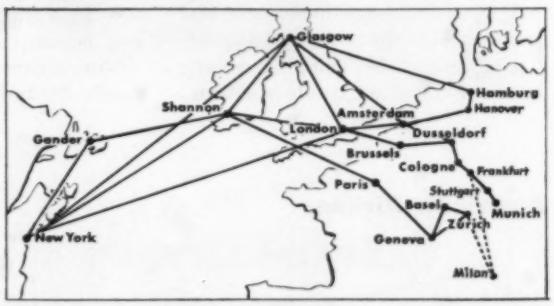
	Transports Containers	Size and Type of Container Provided by Airlines	Door-to-Door Service	Carry Shippers' Containers	Maximum Dimensions	Loading	Interline with Airlines	Interline with Ground Carriers
BOAC	Y	N	Y	Y	78" high	Fork Lift, Elevating Platform	Y	N
Continental Airlines	Y	N	Y	Y	32 x 48 x 91", 500 lb.	Conveyor	Y	Y
Delta Airlines	Y	Canvas Bags, Collapsible Alum. Cont.	Y	Y	108"x72"x43"	Fork Lift, Elevating Platform Conveyor	Y	N
Eastern Airlines	N	N	N	Y	72" x 72" x 84"	Fork Lift	Y	Y
Northwest Airlines	Y	N	Y	Y	65" high x 80" wide x 90" long	Fork Lift	N	N
Pan American World Airways	Y	Plywood, Corrugated Paper Boxes, Collapsible	Y	Y	Pas.: 85" x 35" x 30" Cargo: 113"x87"x62"	All means and derricks	Y	Y
Seaboard World Airlines	Y	—	—	—	6' x 4' x 4'	Fork Lift, Elevating Platform	Y	Y
Swissair	Y	—	N	N	—	—	Y	N
TWA	N	Fully insulated, Saf-t-way Fresh-Pak	Y	N	—	Fork Lift, conveyors	N	N
United Airlines, Inc.	Y	Grumman—Air Pak OutsideDim.: 75" long x 55" high x 40" wide Inside Dim.: 73"x49"x38"	Y	Y	60 x 60 x 189 60 x 96 x 124 72 x 78 x 130 3 x 60 x 623	—	Y	Y

Continental Airlines

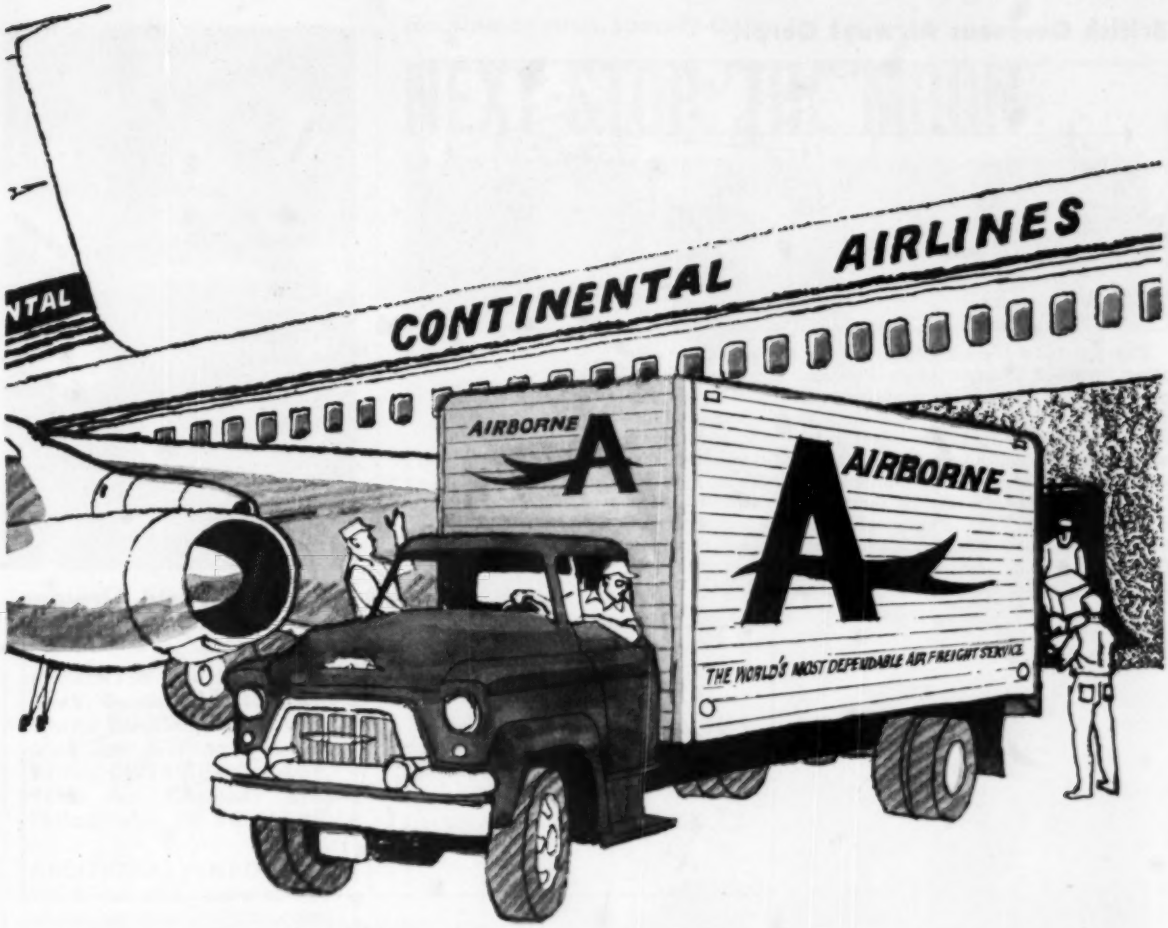


Transports containers as an originating carrier. Does not provide containers for the service, but operates complete door-to-door container service including pickup and delivery. Perform container service for private shippers who own both the container and contents. Accept maximum dimensions of 32 in. x 48 in. x 91 in. Maximum weight is 500 lb. Handled by conveyor and manpower. Loaded at airports in Los Angeles, Denver, Kansas City, and Chicago. Can be shipped to destinations in those airport cities. Offer connecting service via interline agreements with all certified air carriers with adequate equipment. Provide door-to-door container service on one bill-of-lading involving approximately 100 truck lines. The customer owns containers in this service.

Seaboard World Airlines



Transports containers that are interchangeable with other forms of transportation as an originating carrier. Performs container service for private shippers who own both container and contents. Maximum dimensions of acceptable containers: 6 ft x 4 ft x 4 ft (dimensions will enlarge with CL-44). Loaded by fork lift and elevating platform. Loaded at: New York, London, Ireland, Scotland, France, Holland, Belgium, Germany, Switzerland. Offers connecting service via interline agreements with most airlines having cargo equipment involving forms of common carriage, i.e., various truck and van lines. The truck or van lines own the containers in this service.



From the Cargo Files of the most experienced jetline in the West:

Why the "world's most dependable airfreight service" relies on Continental's Golden Jet 707s

AIRBORNE FREIGHT CORPORATION serves shippers with 498 offices worldwide. On every continent, Airborne's trucks proudly display the message, "World's Most Dependable Airfreight Service."

Airborne has found, through experience, that Continental Airlines can be relied on to maintain Airborne's reputation for dependability. Continental's fleet of Golden Jet 707s has established an outstanding record of *on-time* performance.

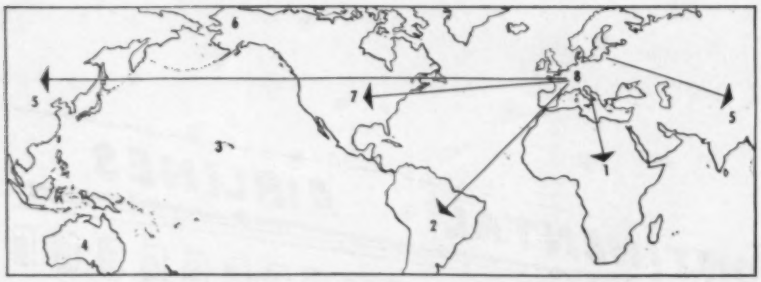
On the ground, also, Continental strives for superior service. For example, Golden Jet cargo is ordinarily accepted up to 45 minutes before flight time! Another important point. You can reserve cargo space in advance, on the *specific* flight you want. At no extra charge.

When the flyword is Continental, the byword is *service*. Beyond everything else, you will find on Continental personalized attention and service. A cooperative attitude toward meeting our mutual challenge: to move airfreight swiftly, economically, dependably.

Find out how Continental can serve *you*. Call your local Continental Cargo Manager or write: Mr. Lee Slay, Director, Cargo Sales, Continental Airlines, Stapleton Field, Denver 7, Colorado.

CONTINENTAL AIRLINES AIRFREIGHT

British Overseas Airways Corp.

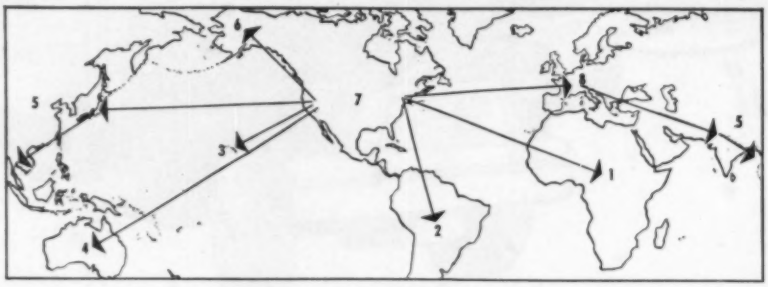


Transports containers that are interchangeable with other forms of transportation. Provided as an originating carrier. Does not provide containers. Provides a complete door-to-door container service including pickup and delivery. Performs container service for private shippers who own both container and contents. Maximum dimensions of containers are on sliding scale of 78 in. high for DC-7F equipment. Loaded by fork lift, elevating platform at Boston, New York, Philadelphia, Baltimore, Montreal. Can be shipped to Glasgow, Manchester, London, Shannon. Offers connecting service via interlines agreements with all U. S. freighter and passenger/cargo airlines.

LEXICON OF CONTINENTS SERVED

1. Africa
2. South America
3. Hawaiian Islands
4. Australia
5. Asia
6. Alaska
7. United States
8. Europe

Pan American World Airways

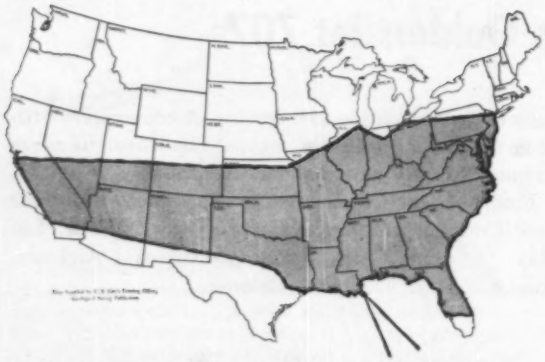


Transports containers interchangeable with other forms of transportation. As an originating carrier and provides containers of plywood and corrugated paper, also collapsible. Provides a complete door-to-door container service. Pickup and delivery supplied by agent, forwarders, cartage operators. Performs container service for private shippers who own both container and contents. Various approximate maximum dimensions: passenger aircraft—85 in. x 35 in. x 30 in., cargo aircraft—113 in. x 87 in. x 62 in. Loaded by all means at all airports served. Offers connecting service via interline agreements with all principal carriers (200). Participating carriers: Armellini Express Lines; Oneida Motor Freight, Inc.; Consolidated Freightways, Inc.; Ryder Truck Lines; Terminal Transport Co., Inc.; REA Express, Mercury Motor Express, Inc.; Atlantic Coast Line Railroad.

LEXICON OF CONTINENTS SERVED

1. Africa
2. South America
3. Hawaiian Islands
4. Australia
5. Asia
6. Alaska
7. United States
8. Europe

Delta Air Lines

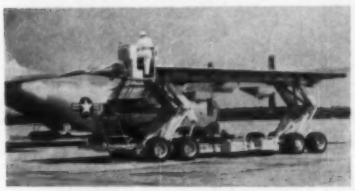


Transports containers that are interchangeable with other forms of transportation as an originating carrier. Provides collapsible aluminum containers. Provides a complete door-to-door container service including pickup and delivery. Performs container service for private shippers who own container and contents. Maximum dimensions are 108 in x 72 in. x 43 in. Loaded by fork lift, elevating platform, conveyor. Offers connecting service via interline agreements with all domestic carriers.

REPRINTS of the Birdy-Back Guide and the Air Cargo Directory are available by writing to the Editor, DISTRIBUTION AGE, 56th and Chestnut Sts., Philadelphia 39, Pa.

ADDITIONAL INFORMATION on the general air cargo service of these companies can be found in the Air Cargo Directory beginning on Page 42.

Cargo Loading Vehicle

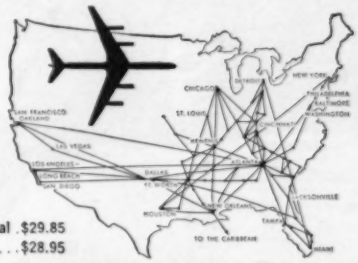


This unit will facilitate the loading and unloading of cargo from aircrafts of different heights. The 10 x 40 ft platform of this cargo loading vehicle can accommodate up to 40,000 lb of cargo, or vehicles with high axle loads. Shown in an extended position, the high-lift loading platform can reach variable airplane deck heights, the platform can rise to heights from 40 in. to 13 ft. The vehicle cab at the left can rise with the cargo platform or stay at chassis level at the operator's option. Manufactured by American Machine and Foundry Co., the cargo loading vehicle can move the cargo from the loader platform into the aircraft cargo compartment by remote control

Routine or rush, specify Delta Jet Freight—

NEXT STOP: THE MOON

Space helmets to propulsion units, first fly Delta Jet before they zoom to outer space. Delta Air Freight is always faster, often cheaper than surface transportation for routine or rush shipments. Delta has overnight nationwide delivery plus connections to every international destination.



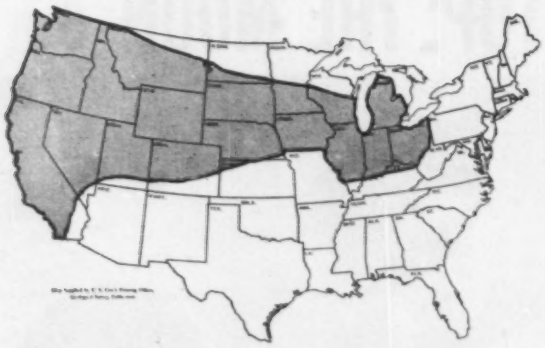
EXAMPLES, DOOR-TO-DOOR:
100 lbs. Los Angeles to Canaveral . $29.85
300 lbs. Miami to Chicago $28.95

DELTA ®

the air line with the ***BIG JETS***

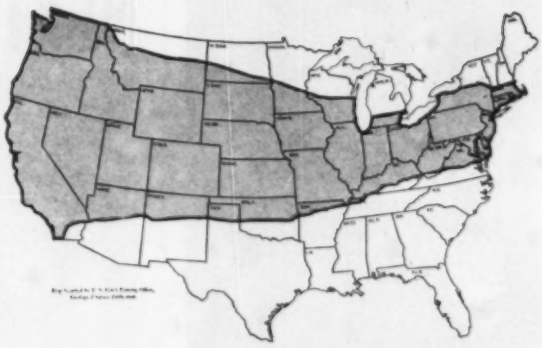
General Offices: Atlanta, Georgia

Flying Tiger Line, Inc.



Provide transportation for van-type containers that are interchangeable with other forms of transportation as an originating carrier. Containers are provided: Tige Air-Van containers. Plywood, cardboard, steel strap, and skidded. Company provides a complete door-to-door container service including pickup and delivery. Also performed for private shippers who own both container and contents. Accept containers with dimensions of maximum 74 in. high x 60 in. wide x 108 in. long and containers 72 in. high x 66 in. wide x 110 in. long. Loaded by fork lift. Also electric "Johnson Bar." Shipments loaded at: Birmingham, Ala.; Boston, Mass.; Chicago, Ill.; Canton, Ohio; Cleveland, Ohio; Detroit, Mich.; Hartford, Conn.; Los Angeles, Calif.; Milwaukee, Wis.; Newark, N. J.; Oakland, Calif.; Philadelphia; Portland, Ore.; Rochester, N. Y.; San Diego, Calif.; San Francisco; Seattle, Wash.; and Toledo, Ohio. Containers can be shipped to all those points. Offer connecting service via interline agreements with all cargo lines plus the combination freight and passenger lines, domestic and international. Provide door-to-door container service on one bill-of-lading involving approximately 40 truck lines. Shipper owns containers in this service.

United Air Lines



Transports containers interchangeable with other forms of transportation as originating and intermediate carrier. Provides Grumman Air Paks with outside dimensions of 75 in. long, 55 in. high, 40 in. wide. Inside dimensions of 73 in. x 49 in. x 38 in. Provides complete door-to-door container service. Container service for private shippers who own both container and contents. Maximum dimensions of containers accepted: 60 in. x 60 in. x 189 in.; 60 in. x 96 in. x 124 in.; 72 in. x 78 in. x 130 in.; 3 in. x 60 in. x 623 in. Loaded by all types of equipment. Loaded at and shipped to all Cargoliner cities. Offers connecting service via interline agreements with all airlines that are capable and willing. Provides door-to-door container service on one bill-of-lading involving forms of common carriage other than airlines.

Northwest Orient Airlines

Can provide transportation for any container which fits combo cargo/passenger aircraft which presently serve Minneapolis, Milwaukee, Chicago, Detroit, New York. Can provide either as originating or intermediate carrier. Maximum container size handled: 65 in. high x 80 in. wide x 90 in. long by fork truck.

National Airlines

Provide transportation for van-type containers as an originating carrier and as an intermediate carrier. Provide containers for this service as part of a complete door-to-door container service including pickup and delivery. Container service also performed for private shippers who own both container and its contents. Maximum measurements: sliding scale with heights up to 74 in. and widths up to 86 in. Loaded by fork lift; ramp loading at Miami, Fla. Loaded at Miami and Idlewild for destinations in Europe and South America. Participating carriers can be arranged.

YOU CAN RESERVE SPACE IN ADVANCE FOR YOUR SHIPMENT ON UNITED

United Air Lines originated "Reserved Air Freight" to help you solve the problem of meeting promised delivery dates.

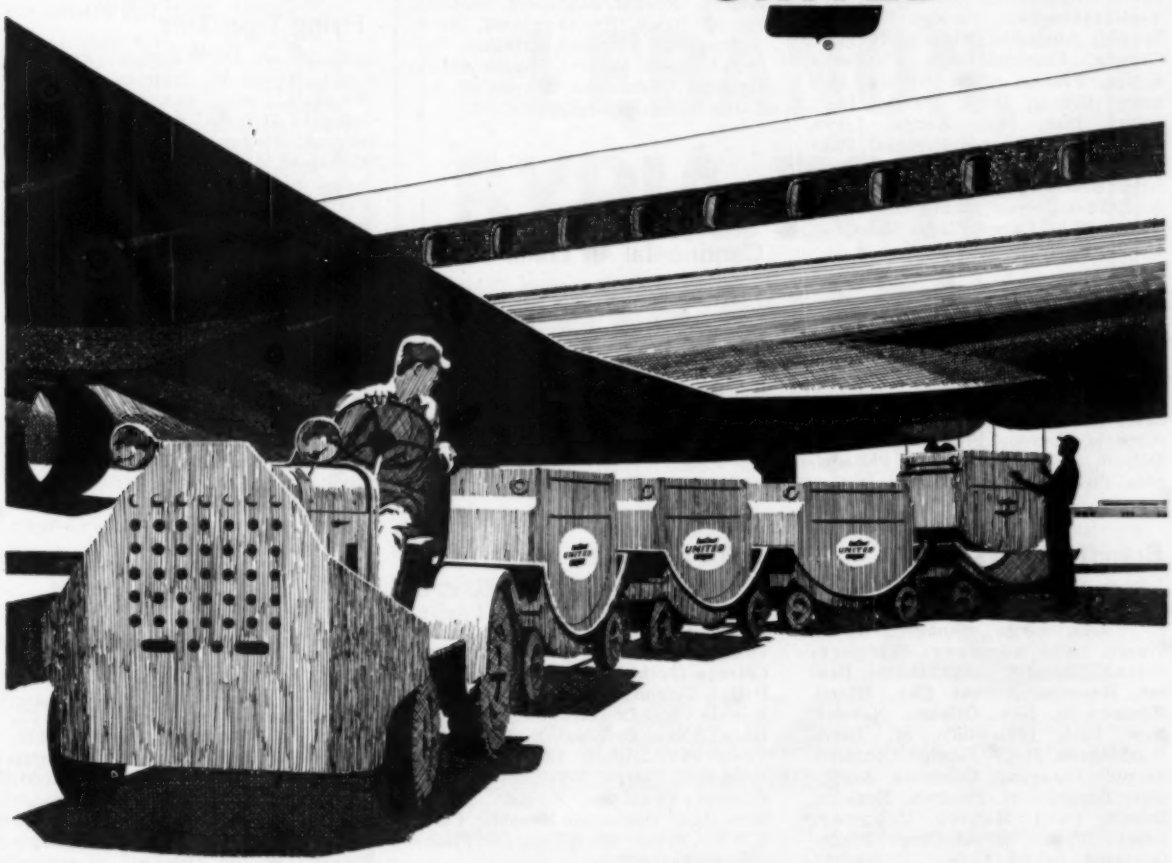
With just a call to your Freight Forwarder, or your United Cargo Sales Office, you can specify in advance the exact United Air Lines flight you want. We'll reserve space for *your* shipment. You will know ahead of time the exact departure and arrival even before the consignment leaves your hands.

Reserved Air Freight can be arranged on a one-time or repeat basis anywhere in United's system . . . coast to coast, border to border, and Hawaii . . . at no extra cost.

Helping you plan ahead to meet delivery dates is another example of the way United Air Lines takes *Extra Care* to serve you best. Just a sample of what you can expect when you ship via the world's largest jet fleet. Call your local United office for details.

WORLD'S LARGEST JET FLEET / THE EXTRA CARE AIRLINE

UNITED



Air Cargo Directory

THIS air cargo directory gives you all the pertinent facts about the nation's leading airlines. In it you will find the address of the airline headquarters, the name of the company's president and cargo and sales managers. The airports served are listed as are the foreign countries served. Most of the airlines list the types of all-cargo planes they operate.

Alitalia Airlines

666 Fifth Ave., New York 19, N. Y. Fabrizio S. di Lapigio, general manager; F. M. Turano, cargo/sales manager. Airports Served: **Boston, New York (Idlewild).** Foreign Countries Served: Australia, Austria, Belgium, Canada, Czechoslovakia, Cambodia, Egypt, France, Great Britain, Germany, Greece, India, Ireland, Italy, Israel, Iran, Iraq, Kenya, Libya, Lebanon, Netherlands, Portugal, Pakistan, Senegal, S. Rhodesia, Somaliland, South Africa, Spain, Switzerland, Sudan, Syria, Thailand, Tunisia. Types of All-Cargo Planes Operated: DC-7F, 32,000 lb, 5000 cu ft.

Allegheny Airlines, Inc.

Washington National Airport, Washington 1, D. C. L. O. Barnes, president; Jack Hiller, Jr., cargo manager; L. T. Ferguson, sales manager. Airports Served: **Boston, Cleveland, Detroit (Wayne), Newark, Philadelphia, Pittsburgh, Washington, D. C.**

Braniff Airways, Inc.

P. O. Box 35001, Dallas 35, Texas. Charles E. Beard, president; Charles E. Smith, cargo manager; V. C. Wason, sales manager. Airports Served: **Chicago** (both), **Dallas, Denver, Houston, Kansas City, Miami, Minneapolis, New Orleans, Newark, New York (Idlewild), St. Louis, Washington, D. C.** Foreign Countries Served: Paraguay, Colombia, Argentina, Republic of Panama, Ecuador, Bolivia, Peru, Mexico, Uruguay, Brazil. Types of All-Cargo Planes Operated: DC-6A, C-46.

British Overseas Airways Corp.

530 Fifth Ave., New York 36, N. Y. R. A. Trench Thompson, manager; Wilfred Greenway, cargo sales manager; Harry F. Good, sales manager. Airports Served: **Boston, Chicago (O'Hare), Detroit (Wayne), Los Angeles, New York (Idlewild), Philadelphia, San Francisco, Washington, D. C.** Foreign Countries Served: Aden Colony, Argentina, Australia, Bahamas, Bahrain Island, Barbados, Bermuda, Brazil, Burma, Canada, Ceylon, Chile, Columbia, Egypt, England, Ghana, Germany, Hong Kong, Eire, India, Indonesia, Iran, Iraq, Israel, Italy, Jamaica, Japan, Jordan, Kenya, Kuwait, Lebanon, Libya, Malaya, Netherlands, Nigeria, Pakistan, Peru, Portugal, Rhodesia, Saudi Arabia, Senegal, Singapore, Scotland, Spain, Sudan, Switzerland, Syria, Tanganyika, Thailand, Trinidad, Turkey, Uganda, Union of South Africa, Uruguay, Venezuela. Types of All-Cargo Planes Operated: DC-7F.

Continental Air Lines

Stapleton Field, Denver, Colo. Robert Six, president; O. L. Slay, director of cargo sales; Marvin Davis, vp-sales. Airports Served: **Chicago (both), Dallas, Denver, Houston, Kansas City, Los Angeles, San Francisco.**

Delta Air Lines, Inc.

Atlanta Airport, Atlanta, Ga. C. E. Woolman, president; John Pogue, cargo manager; C. P. Knecht, asst. vp-sales. Airports Served: **Atlanta, Chicago (both), Cincinnati, Columbus, Dallas, Detroit, Houston, Indianapolis, Kansas City, Los Angeles, Louisville, Miami, New Orleans, Newark, New York, Philadelphia, St. Louis, San Francisco, Tampa, Washington, D. C.** Foreign Countries Served: Puerto Rico, Haiti, Dominican Republic, Cuba, B.W.I. Types of All-Cargo Planes Operated: C-46.

Eastern Air Lines, Inc.

10 Rockefeller Plaza, New York 20, N. Y. Malcolm A. MacIntyre, president; J. E. Reinke, vp and director of cargo; F. A. Collin, sales manager. Airports Served: **Atlanta, Boston, Chicago (both), Cincinnati, Cleveland, Columbus, Dallas, Detroit (Willow Run), Houston, Indianapolis, Louisville, Miami, Milwaukee, Minneapolis, New Orleans, Newark, New York (both), Philadelphia, Pittsburgh, St. Louis, Tampa, Washington, D. C.** Foreign Countries Served: Bermuda, Canada, Mexico. Types of All-Cargo Planes Operated: Lockheed 1049 Super C Connie.

Flying Tiger Line

Lockheed Air Terminal, Burbank, Calif. Robert W. Prescott, president; Frank B. Lynott, exec. vp-operations; John L. Higgins, vp-sales. Airports Served: **Boston, Chicago (Midway), Cleveland, Detroit (Wayne), Los Angeles, Newark, New York (Idlewild), Portland, San Francisco, Seattle, Binghamton (N. Y.), Hartford.** Types of All-Cargo Planes Operated: Canadair CL-44, 1049H Super Connies.

Frontier Airlines, Inc.

5900 East 39th Ave., Denver 7, Colo. L. B. Maytag, Jr.; Edward H. Gerhardt, cargo manager; Thomas M. Makurat, director of sales. Airports Served: **Denver.** Operates Convair 340s and Douglas DC-3s.

Irish Air Lines, Inc.

441 Madison Ave., New York 22, N. Y. J. Dentsey, president; D. Horiougin, cargo manager. Airports Served: **Boston, New York (Idlewild).** Foreign Countries Served: Ireland, England, Belgium, Germany, France, Switzerland. Types of All-Cargo Planes Operated: DC-3.

Japan Air Lines, Co., Ltd.

620 Fifth Ave., New York 20, N. Y. Shizuma Matsuo, president; Randall T. Holden, cargo sales manager; Shigeo Kameda, general sales manager. Airports Served: **Los Angeles, San Francisco.** Foreign Countries Served: France, Denmark, England. Types of All-Cargo Planes Operated: Douglas DC 7-F.

Lufthansa-German Airlines

410 Park Ave., New York 22, N. Y. George Stoecker, president; George Taetow, cargo manager; R. W. Lake, sales manager. Airports Served: **Boston, Chicago (Midway), Los Angeles, New Orleans, New York (Idlewild), San Francisco.** Foreign Countries Served: Germany, Chile, Austria, India, Hong Kong, Turkey, Greece, Italy, France, Switzerland, Africa. Types of All-Cargo Planes Operated: Super Connie.

Northeast Airlines, Inc.

Logan International Airport, Boston 28, Mass. James W. Austin, president; Robert B. Stevenson, cargo manager; Willson Offcutt, sales manager. Airports Served: **Boston, Miami, New York** (both), **Philadelphia, Tampa, Washington, D. C.** Foreign Countries Served: Canada. All combination aircraft.

North Central Airlines, Inc.

6201 34th Ave. So., Minneapolis 50, Minn. H. N. Carr, president; John S. Minerich, cargo manager; John Hammer, sales manager. Airports Served: **Chicago** (both), **Cleveland, Detroit (Willow Run), Milwaukee, Minneapolis.** Foreign Countries Served: Canada. Combination carrier only.

Ozark Air Lines, Inc.

Lambert Field, St. Louis 34, Mo. Joseph H. FitzGerald, president; Otto H. Gerke, cargo manager; Sidney F. McCullough, sales manager. Airports Served: **Chicago** (both), **Indianapolis, Kansas City, Louisville, Milwaukee, Minneapolis, St. Louis.**

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135 East 42nd St., New York 17, N. Y. Andrew B. Shea, president; Donald A. Huff, cargo and sales manager. Airports Served: **Miami, New York (Idlewild), Washington, D. C.**—all through interchange. Foreign Countries Served: Panama, Colombia, Ecuador, Peru, Bolivia, Chile, Argentina. Types of All-Cargo Planes Operated: Douglas DC-7B.

Pan American World Airways, Inc.

135 East 42nd St., New York 17, N. Y. Juan T. Trippe, president; Wendell R. Stevens, manager-cargo development; Harold L. Graham, director-cargo sales. Airports Served: **Boston, Chicago (O'Hare), Detroit, (Wayne), Houston, Los Angeles, Miami, New Orleans, New York (Idlewild), Philadelphia, Portland, San Francisco, Washington, D. C.** Foreign Countries Served: Canada, Peru, Brazil, Argentina, Venezuela, Chile, Colombia, Hawaii, Paraguay, Uruguay, Bolivia, Iceland, Australia, Indonesia, Nationalist China, Japan, Union of South Africa, Africa, India, Finland, Norway, Sweden, Scotland, Ireland, England, Spain, France, Italy, Portugal, Turkey, Pakistan, Mexico, Guatemala, Nicaragua, San Salvador, Lebanon, Iran, Iraq, Germany, Holland, Thailand, Viet Nam, Philippines, Auckland. Types of Cargo Planes Operated: C-54; DC-7F.

Piedmont Airlines

Smith Reynolds Airport, Winston-Salem, N. C. T. H. Davis, president; R. H. Reed, director-cargo services; W. G. McGee, general sales manager. Airports Served: **Cincinnati, Columbus, Louisville, Washington, D. C.**

Sabena Belgian World Airlines

720 Fifth Ave., New York 19, N. Y. Willem Deswarte, president; Alex Igyarto, cargo manager; Andrew A. Burns, sales manager. Airports Served: **New York (Idlewild).** Foreign Countries Served: Austria, Belgium, Canary Islands, Czechoslovakia, Denmark, England, France, Germany, Greece, Hungary, Italy, Luxemburg, Netherlands, Norway, Poland, Portugal, Roumania, Spain, Sweden, Switzerland, USSR. Types of All-Cargo Planes Operated: DC-7F, DC-4, DC-3, C-47.

Seaboard World Airlines, Inc

New York International Airport. Richard M. Jackson, president; Robert W. Williams, director of customer service; Frank J. Sweeney, director of sales. Airports Served: **New York (Idlewild).** Sales offices at Atlanta, Chicago (Midway), Cleveland, Dallas, Detroit (Wayne), Los Angeles, San Francisco, and Washington, D. C. Foreign Countries Served: Ireland, Scotland, England, France, Holland, Belgium, Germany, Switzerland with connections to all Europe and the East. Types of All-Cargo Planes Operated: CL-44s, 1049Hs.

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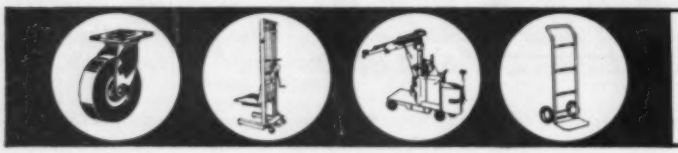

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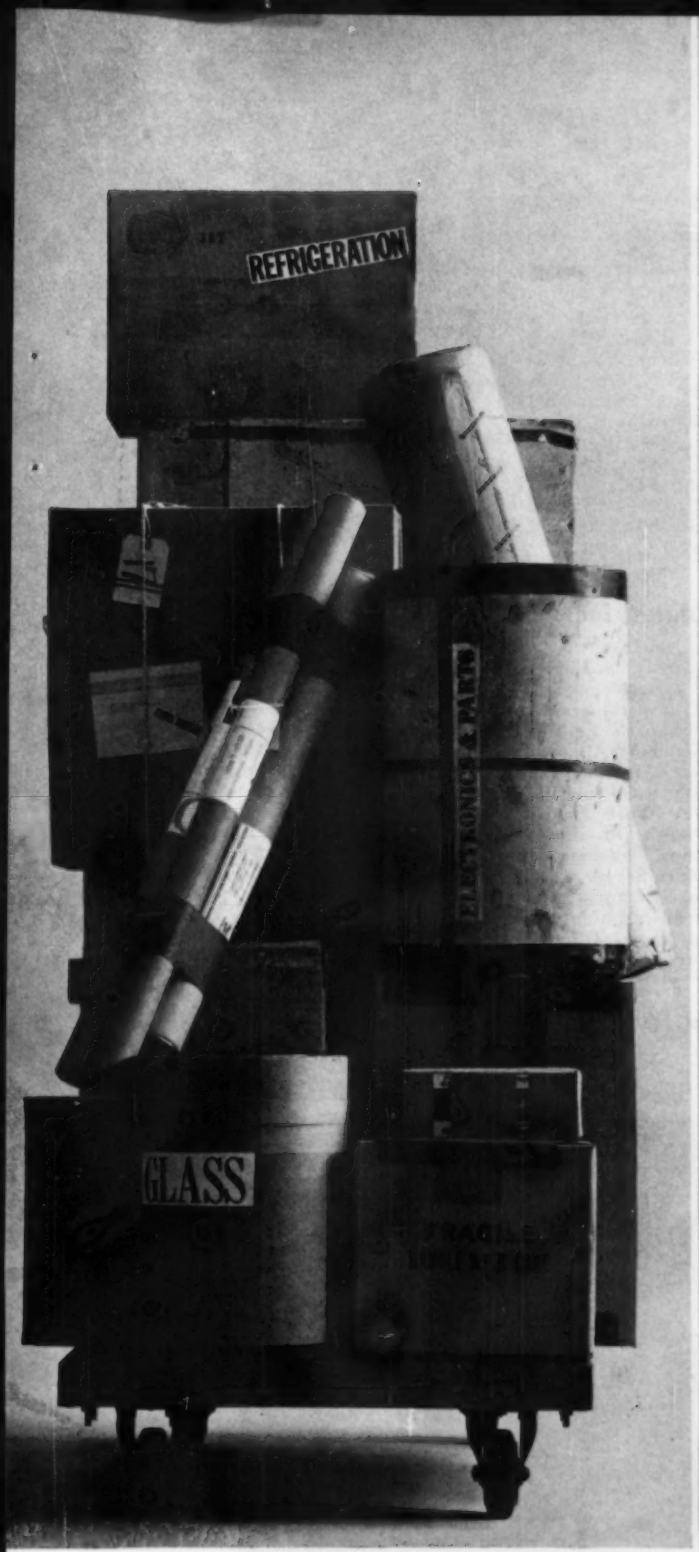

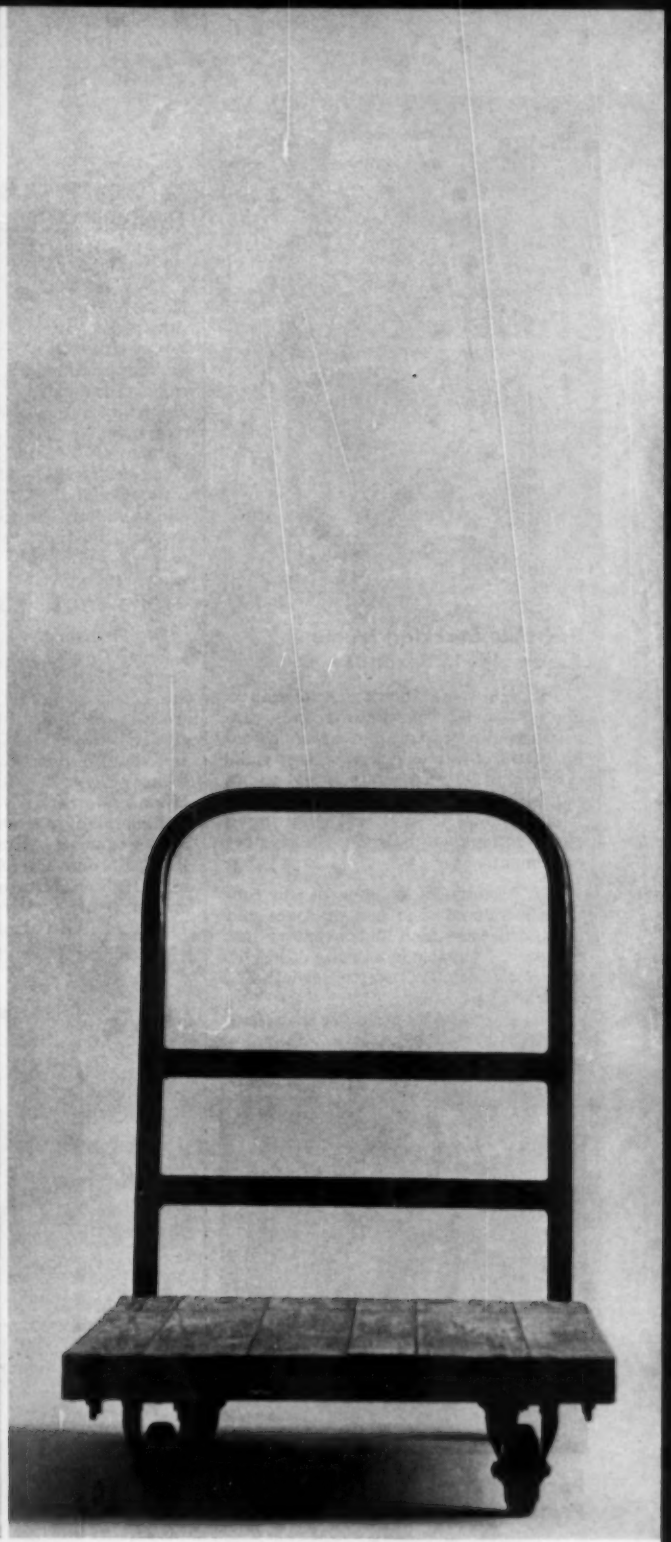

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The portable rack supports and contains merchandise to use air space and make order selection and inventory fast and easy. Available in any size or height. *Tier-Rack Corp.*, 122 North Seventh St., St. Louis 1, Mo.

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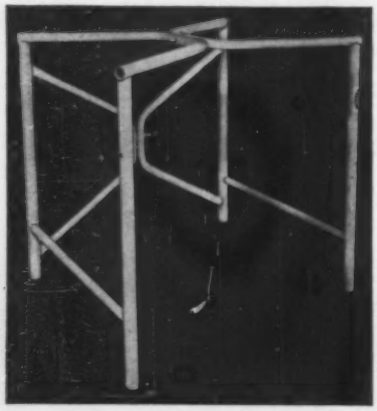

Portable Rack Sections Protect Crushable Merchandise

A portable, free-standing tubular rack supports heavy loads of merchandise above floor-level picking pallet. Especially useful to prevent damage to crushable goods on bottom pallets. Fork lift can remove and insert pallets without disturbing rack or load overhead.

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10 West 49th St., New York 20, N. Y. Werner Seiler, cargo traffic and sales manager. Airports Served: **New York (Idlewild).** Foreign Countries Served: Holland, Turkey, Iraq, Bahrain, Thailand, Spain, Switzerland, Lebanon, Yugoslavia, India, Belgium, Argentina, Egypt, West Germany, Denmark, Senegal, Syria, Arabia, Hong Kong, Austria, Pakistan, Kuwait, England, Philippines, Italy, Uruguay, Japan, France, Brazil, Ireland, Sweden, Poland.

Trans World Airlines, Inc.

380 Madison Ave., New York, N. Y. Charles C. Tillinghash, Jr., president; Samuel C. Dunlap, vp cargo sales and market development. Airports Served: **Atlanta, Boston, Chicago** (both), **Cincinnati, Cleveland, Columbus, Denver, Detroit (Willow Run), Indianapolis, Kansas City, Los Angeles, Louisville, Miami, Newark, New York** (both), **Philadelphia, Pittsburgh, St. Louis, San Francisco, Tampa, Washington,** D. C. Foreign Countries Served: England, Ireland, France, Germany, Switzerland, Italy—with all-cargo flights. Types of All-Cargo Planes Offered: Lockheed 1049Hs, 1649As.

United Air Lines, Inc.

5959 S. Cicero Ave., Chicago 38, Ill. William A. Patterson, president; R. L. Mangold, director/cargo sales planning; S. R. Wallace, service manager; H. J. Merchant, vp and general sales manager. Airports Served: **Atlanta, Boston, Chicago** (both), **Cleveland, Columbus, Denver, Detroit (Willow Run), Kansas City, Los Angeles, Miami, Milwaukee, Minneapolis, New Orleans, Newark, New York** (both), **Philadelphia, Pittsburgh, Portland, San Francisco, Tampa, Washington,** D. C. Foreign Countries Served: Canada. Types of All-Cargo Planes Offered: Douglas DC-6A, DC-7A.

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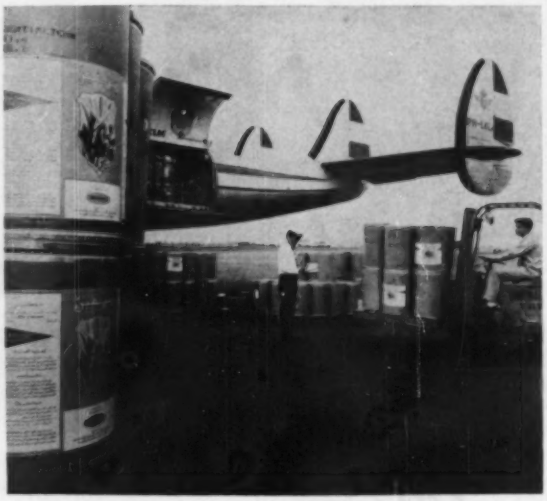
630 Third Avenue, New York 17, N. Y. Ruben Berta, president; Henry H. Maass, cargo sales manager; Carlos V. Pellerano, general sales manager. Airports Served: **New York (Idlewild).** Foreign Countries Served: Trinidad, Dominican Republic, Brazil, Uruguay, Argentina. Types of All-Cargo Planes Offered: C-47s, C-46s.

Post Berlin Airlift



Plant chewing armyworms were busy devouring the cotton crop of Egypt, and bent on destroying all fields in their paths. To curb the rampant armyworms and other cotton pests, 150 KLM Lockheed Super Constellation cargo planes airlifted more than 2-million pounds of Sevin insecticide from New York's International Airport to Egypt. Each plane carried 34,000 lb of the insecticide in 570 barrels. The barrels were palletized

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TWA Jetstream Cargo Express and the Jetstream Pak deliver your goods where the business is . . . *fast!*

Ask your freight forwarder, cargo agent or nearest TWA Air Freight office for details today.

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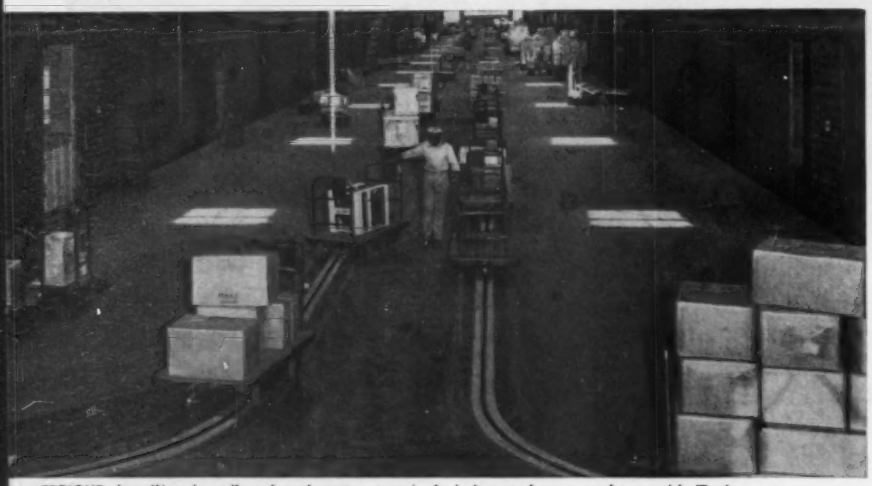
DRUGS, over 20,000 different products, are supplied on fast order with carts moving swiftly on Trukveyor.

GROCERIES by the ton move in and out of storage systematically with Trukveyor . . . good "warehousekeeping" is promoted.



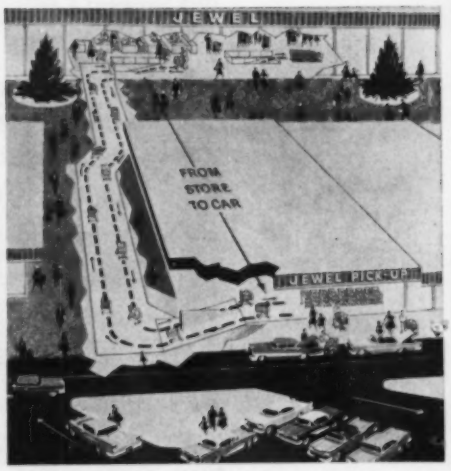
FREIGHT handling in railroad and motor terminals is boosted per manhour with Trukveyor . . . claims are reduced.

BOTTLE GOODS move smoothly, safely through receiving, storing, shipping. Trukveyor minimizes physical handling.

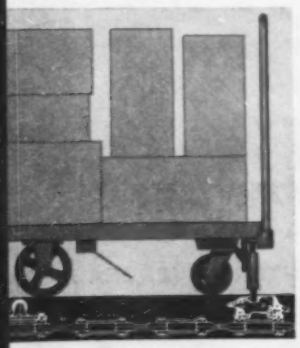
TRUKVEYORS . . . a better way to facilitate movement of goods

LINK-BELT TRUKVEYORS speed receiving, storing, sorting, shipping. End congestion. Reduce physical effort. Applications are as diverse as book handling and supermarket parcel pick-up.

Safe and gentle, Trukveyors assure that goods will remain intact; they accommodate changes in floor elevation, execute horizontal turns, permit easy truck disengagement at any point. There's even automatic switching, transfer and routing of trucks. Systems include popular *in-the-floor* versions as well as the *overhead* type. Right from the start—and in the long run, too—Link-Belt Trukveyors lower the cost of moving goods.



PARCELS are conveniently carried by Kartveyor from store to distant parking lot in shopping center. Kartveyor is adaptation of Trukveyor.



OPERATING MECHANISM of Trukveyor is out of sight but easily accessible. Cover plates and track channels are integral and removable. Trucks are readily engaged and disengaged.

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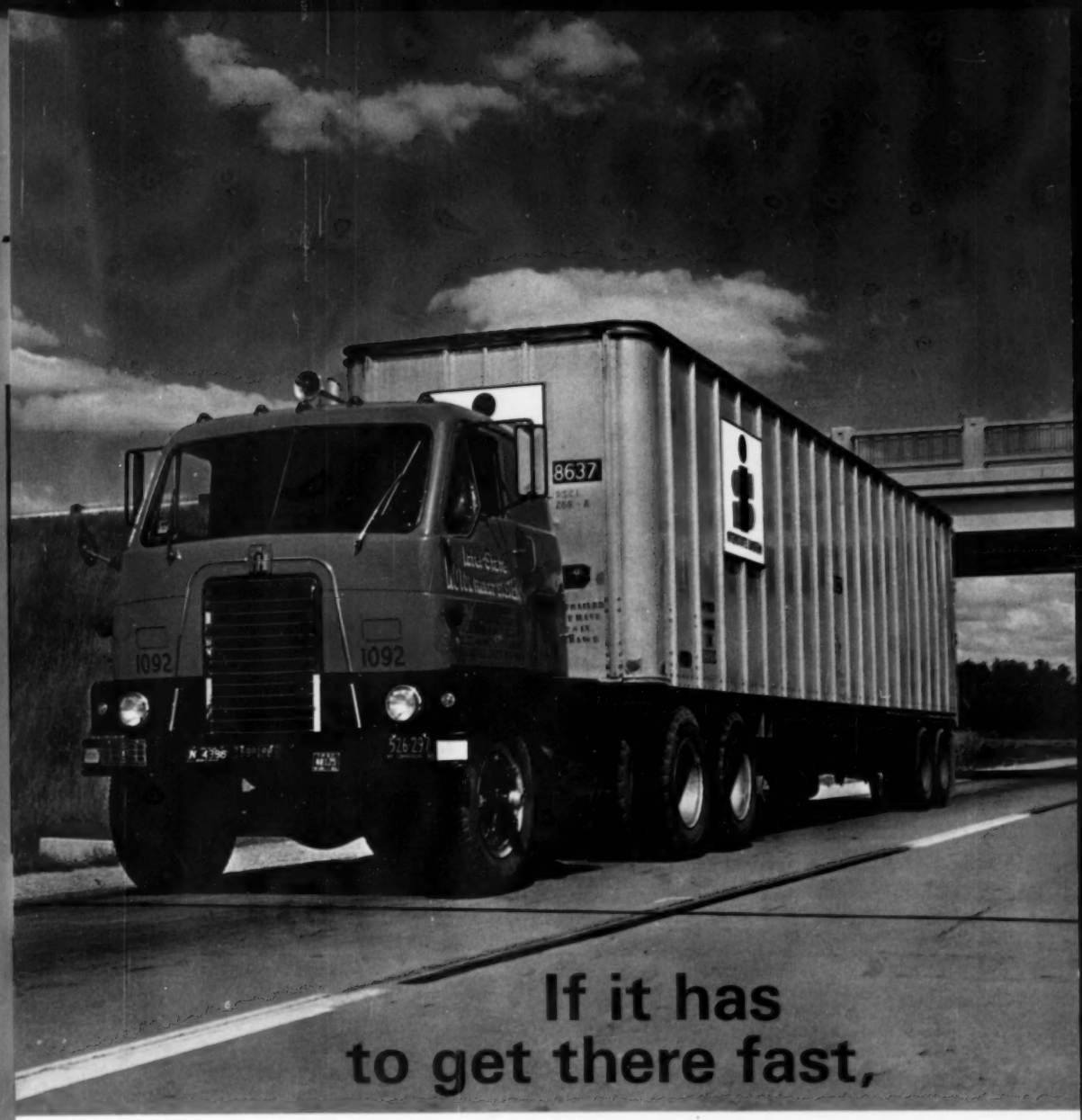

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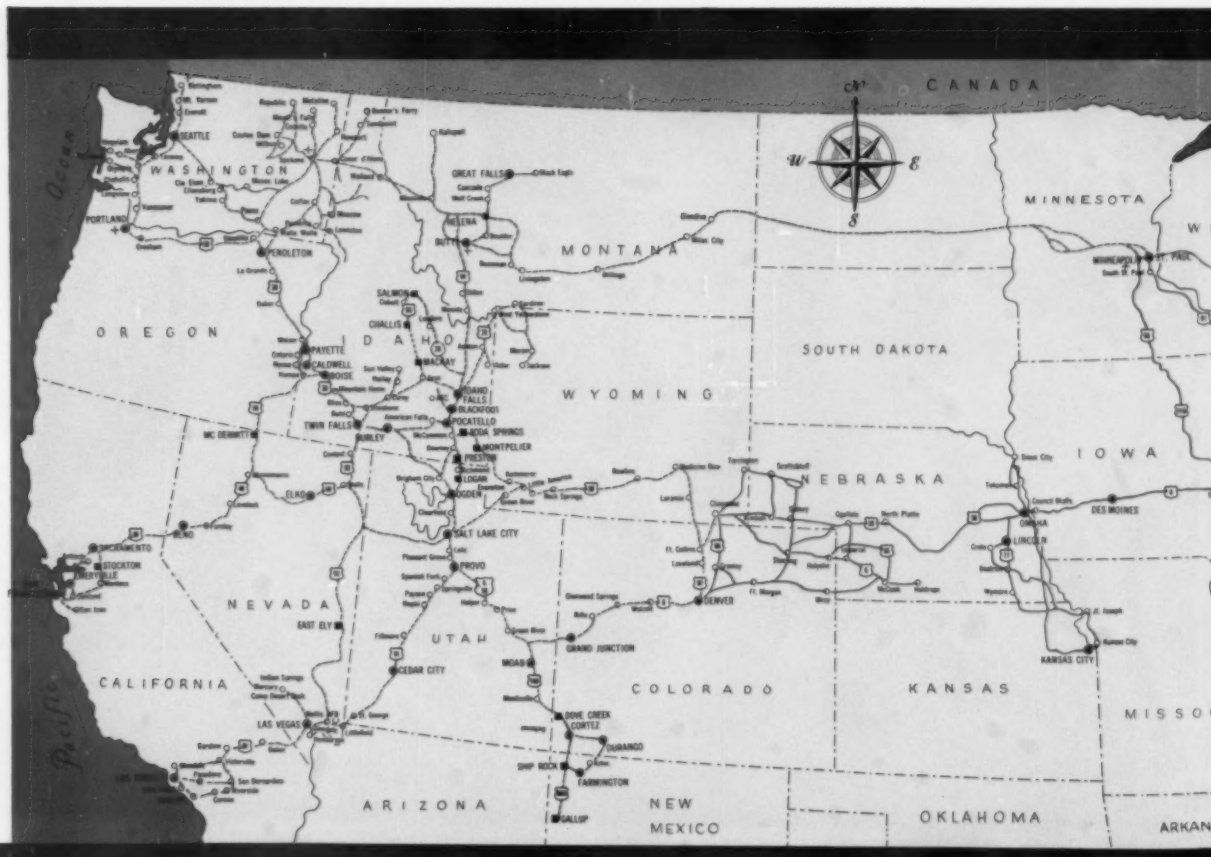

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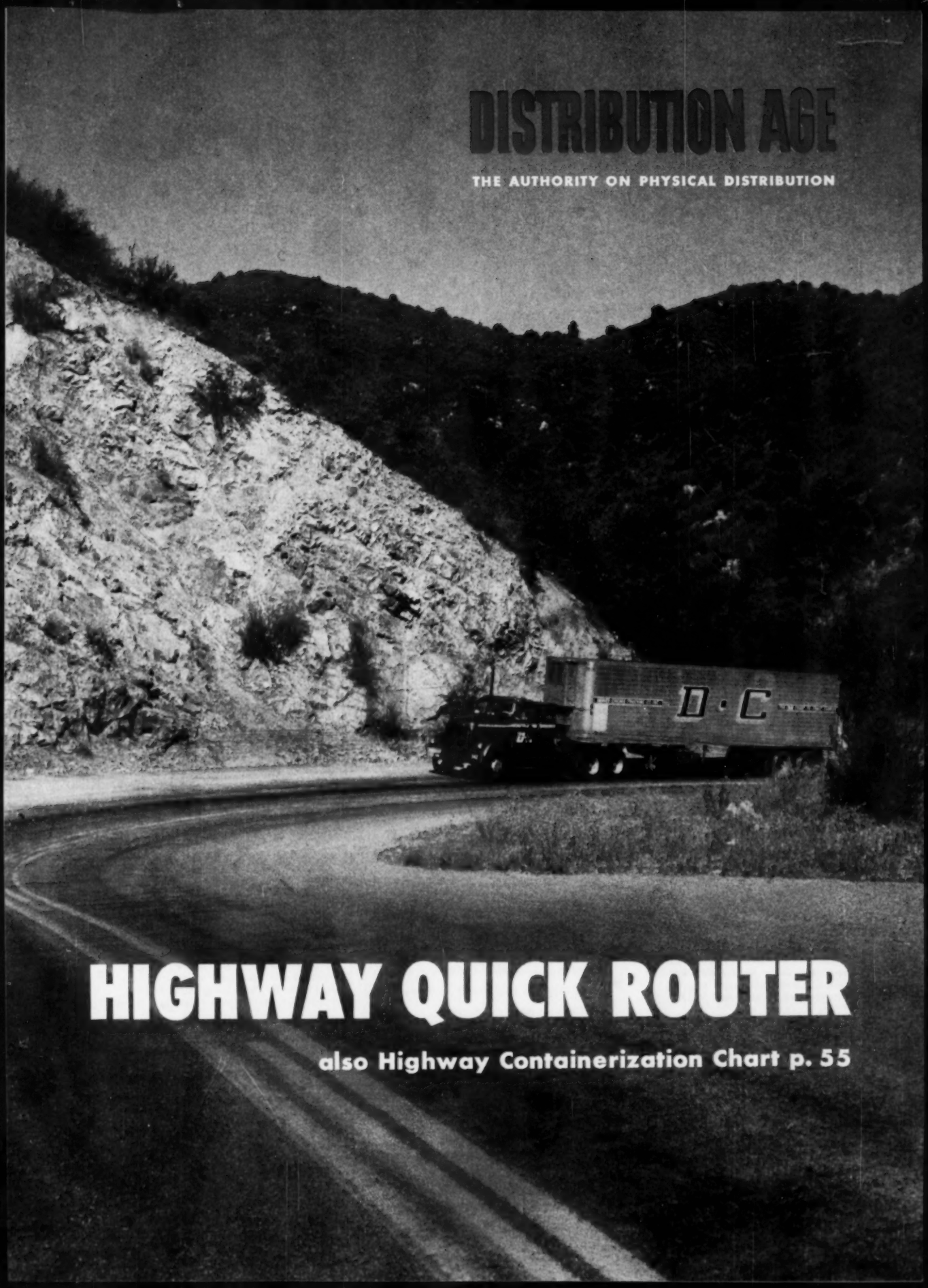
Fairfax 2-4112

ZANESVILLE, OHIO
1502 Woodlawn Avenue
Gladstone 2-5405

INTERSTATE SYSTEM — General Offices: 134 Grandville Ave., S. W., Grand Rapids 2, Michigan • Glendale 6-5351 • Canadian Offices: Toronto, Montreal.

DISTRIBUTION AGE

THE AUTHORITY ON PHYSICAL DISTRIBUTION



HIGHWAY QUICK ROUTER

also Highway Containerization Chart p. 55

Highway

A directory

THIS IS the shipper's answer to the need for an easy-to-handle guide to the motor carrier industry. Its brief form makes it possible for every traffic manager to have a copy on his desk as a ready reference.

To publish this directory in the space available, it has been necessary to eliminate many carriers. Our measure in deciding which carriers to include was total operating revenue. We have started with the largest and worked down. For the larger carriers, when maps were available, we have published maps showing cities where terminals are located and routes over which the carrier operates.

In the listings you will find the

TARIFF ABBREVIATIONS

AI—Alabama Intrastate
AMTB—Arizona Motor Tariff Bureau
ATA—ATA Explosives & Dangerous Articles

CalCCC—California Common Carrier Conference
CCMFA—Common Carrier Motor Freight Assn.
CESTkL—C.E.S. Truck Lines
CFC(Western)—Consolidated Freight Classification (Western)
Clayton T—W. B. Clayton Tariff (Canadian)
CMFC—Coordinated Motor Freight Classification
ColMCA—Colorado Motor Carriers' Assn.
ColMFTB—Colorado Motor Freight Tariff Bureau
C&SMFTA—Central & Southern Motor Freight Tariff Assn.

ECMCA—Eastern Central Motor Carriers Assn.
EWPISC—East-West-Pennsylvania Intra State Conference

FIRB—Florida Intrastate Rate Bureau

GMCRB—Georgia Motor Carriers Rate Bureau
GMTA—Georgia Motor Trucking Assn.
GTB—General Tariff Bureau

HGCB—Household Goods Carriers Bureau

IdaMTB—Idaho Motor Tariff Bureau
IFCC—Interstate Freight Carrier Conference
IllIMCR&TB—Illinois Intra Motor Carrier Rate & Tariff Bureau
IMTB—Intermountain Tariff Bureau
Ind—Individual
IndMR&TB—Indiana Motor Rate & Tariff Bureau

LMFTB—Louisiana Motor Freight Tariff Bureau

MAC—Middle Atlantic Conference
MATB—Middle Atlantic Tariff Bureau
MCTA—Motor Carriers Traffic Assn.
MIMTB—Michigan Intrastate Motor Tariff Bureau
MMCC—Metropolitan Motor Carriers Conference
MTCCofC—Motor Truck Common Carriers of Colorado
MTRBofSC—Motor Truck Rate Bureau of South Carolina
MVMFB—Mississippi Valley Motor Freight Bureau, Inc.
MWMFB—Middlewest Motor Freight Bureau

NCMCA—North Carolina Motor Carriers Assn.
NEMRB—New England Motor Rate Bureau
NFTB—Niagara Frontier Tariff Bureau
NMFC—National Motor Freight Classification
NMVT—Nebraska Motor Vehicle Tariff
NYMCC—New York Motor Carrier Conference

OD&WA—Oregon Draymen & Warehousemen's Assn.
OMFTB—Ohio Motor Freight Tariff Committee

P-ASC—Pan-Atlantic Steamship Corp. (Sea-Land Service)
PCTB—Pacific Coast Tariff Bureau
PITB—Pacific Inland Tariff Bureau
PMTB—Pacific Motor Tariff Bureau
PSCFB—Pacific South Coast Freight Bureau
PSWFTB—Pacific Southwest Freight Tariff Bureau

RCofT—Railroad Commission of Texas
RMMTB—Rocky Mountain Motor Tariff Bureau

SCMTRB—South Carolina Motor Truck Rate Bureau, Inc.
SMCRC—Southern Motor Carriers Rate Conference
SWMFB—Southwestern Motor Freight Bureau
SWMTB—Southwestern Motor Tariff Bureau

TAFL—Transamerican Freight Lines, Inc.
TTOTB—Tank Truck Operators Tariff Bureau

UMPCA—Upper Michigan Permitted Carriers Assn.

WMCA—Wisconsin Motor Carriers Assn.
WMTB—Western Motor Tariff Bureau
WPSC—Washington Public Service Commission
WSMC—Western States Movers Conference

Quick Router

of the top motor carriers in the U. S.

type of services offered:

RCC . . . Regular Route Common Carrier

IRCC . . . Common Carrier—Irregular Route

GC . . . General Commodities

SC . . . Special Commodities

Insurance is stated in the amount per vehicle (pv) and the amount for the contents of each terminal (pt). Other features of the listings are the location of the company's main office, the names of executives who will supply information, and telephone and teletype facilities.

Interstate (INTER) and intrastate (INTRA) operating rights are listed. This, along with a tabulation of major terminals, will help you determine the service area of even the smaller carriers who do not have maps.

Classifications and tariffs are also listed. Abbreviations used in this section are listed on Page 54. The highway equipment is reported as number of tractors and number of trailers.

Carriers now active in containerization have additional information appended to their listings. They are also represented on the Highway Containerization Chart below.

The additional information in their listings describes the types of containers they carry or provide. It gives the means used for loading the cargo van onto the chassis. ●

Highway Container Chart

	Transport van bodies which can be transferred to other vehicles	Experimental service only	Contract basis only	Provide containers for use of shippers	Provide service only when shipper owns containers	CONTAINER PLACED BY		Through service	Interchange trailers	Interchange containers
						Shipper	Carrier			
Jack Cole Co.	Y	N	N	N	Y	—	Y	N	N	N
Dixie Ohio Express Co.	Y	—	N	Y	Y	—	Y	Y	Y	N
Eastern Express, Inc.	Y	N	N	—	Y	—	Y	N	Y	N
Helm's Express, Inc.	Y	Y	—	Y	—	—	Y	Y	N	N
Hemingway Bros. Interstate Trucking	Y	Y	—	—	Y	—	Y	Y	N	N
Interstate Motor Lines, Inc.	Y	Y	—	N	—	—	Y	Y	Y	—
Los Angeles-Seattle Motor Express, Inc.	Y	N	N	—	Y	—	Y	N	N	N
Mason & Dixon Lines, Inc.	Y	Y	—	Y	—	—	Y	N	N	N
Pacific Motor Trucking Co.	Y	N	Y	N	N	—	Y	Y	N	N
Spector Freight System, Inc.	Y	N	N	Y	—	—	Y	Y	Y	Y
Strickland Transportation Co., Inc.	Y	N	N	N	Y	—	Y	Y	Y	Y

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Chicago Express 66
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Cooper-Jarrett 70
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Dohrn Transfer Co. 64
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Eastern Express 70
Eazor Express 64
Ellis Trucking Co. 64
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Illinois-California Express 56
Interstate Motor Freight System 61
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Jones Truck Lines 72
Kramer Bros. Freight Lines 66
Lee Way Motor Freight 65
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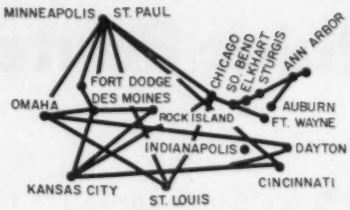
Yale Express System 84
Yellow Transit Freight Lines 84

Brady Motorfrate, Inc.

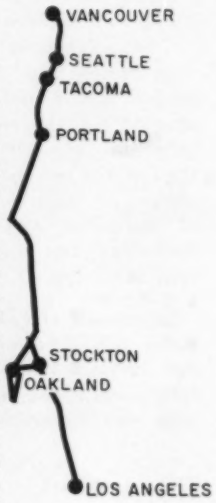
(RRCC IRCC GC SC) 6th Ave at University, Des Moines, Ia. Ph: AT 8-6773. INS: $1,000,000 pv. E. A. Schaefer, vp sls; M. S. Holcomb, vp special division. INTER: Iowa, Ill, Kan, Mo, Neb, Minn, SD, Ind, Ohio. INTRA: Ia. TERMINALS: **Des Moines, Ia,** 4120 E 16th St; **Chicago, Ill,** 4043 W 52nd Place; **Cincinnati, Ohio,** 440 W Seymour; **Dayton, Ohio,** 1535 Stanley Ave; **Fort Dodge, Ia,** 110 S 21st St; **Indianapolis, Ind,** 1401 West Ray; **St. Louis, Mo,** 5120 Bulwer Ave; **Omaha, Neb,** 2502 N 11th St; **Kansas City, Mo,** 4401 Gardner; **St. Paul, Mo,** 656 Pelham Blvd. TRAILER INTERCHANGE: All terminals. TARIFFS: MMFB CSMFB RMMT SMCRC ECMCA CSMFTA. HIGHWAY EQUIPMENT: 301 tractors; 495 trailers.



Brown Express, Inc.

(RRCC GC) 434 S Main St, San Antonio, Tex. Ph: CA 6-5391. Tltp: FPF. INS: $500,000 pv; $500,000 pt. Ira P. Jones, Jr, exec vp; A. J. Blaschke, gtm. INTRA: Tex. TERMINALS: **Austin, Tex** — 2900 Oak Springs Rd; **Brownsville, Tex**—105 Palm Blvd; **Corpus Christi**—1102 E Port; **Dallas, Tex**—1250 Slocum St; **Ft. Worth, Tex**—1415 Riverside Drive; **Harlingen, Tex**—1001 W Jackson; **Houston, Tex**—4300 Irvington Blvd; **Laredo, Tex**—2700 Santa Maria; **McAllen, Tex**—18th & Beech; **San Antonio, Tex**—323 E Mitchell St. TRAILER INTERCHANGE: Dallas, Tex; Houston, Tex; San Antonio, Tex; Waco, Tex. TARIFFS: NMFC ATA Explosives & Dangerous Articles; ECMCA MWMFB RMMTB SMCRC SWMFB P-ASC (Sea-Land Service) RCofT. HIGHWAY EQUIPMENT: Tractors 188; Trailers 309.

Los Angeles Seattle Motor Express, Inc.



(RRCC IRCC GC) 3200 6th Ave S, Seattle, Wash. Ph: MA 3-9040. O. M. Hendrickson, pres/gen mgr; V. L. Watkins, asst gen mgr. INTER: Calif, Ore, Wash, British Columbia, Canada. TERMINALS: **Los Angeles, Calif,** 5525 S Santa Fe; **Oakland, Calif,** 755 Ferry St; **Stockton, Calif,** 2108 N Hiway 99; **Portland, Ore,** 1500 NW 18th Ave; **Tacoma, Wash,** Ainsworth Center; **Seattle, Wash,** 3200 6th Ave S; **Vancouver, BC,** 3855 Kitchener. TRAILER INTERCHANGE: same as location of terminals. TARIFFS: NMFC #15 & A-5, PITB, RMMTB. Tractors 142, trailers 391. Transports containers which can be detached from the trailer chassis and transferred to other vehicles. Service is provided only when shipper owns the containers and they can be carried on standard flatbed trailers. Shipper is responsible for placing container on trailer: by crane, fork lift.

Illinois-California Express, Inc.

(RRCC GC) 510 E 51st Ave, Denver, Colo. Ph: TA 5-7011. INS: $5,000,000 pv; $5,000,000 pt. Fred D. Newton, gsm; Wm. J. Bourke, Jr., gsm. INTER: Ariz, Calif, Colo, Ill, Iowa, Nebr, NM, Okla, Tex. INTRA: NM, Okla, Tex. TERMINALS: **Albuquerque, NM** — 2300 Aztec Rd NE; **Amarillo, Tex**—6th & Ross Sts; **Chicago, Ill**—5200 South Pulaski Rd; **Dallas, Tex**—6814 Harry Hines Blvd; **Denver, Colo**—510 E 51st Ave; **El Paso, Tex**—1801 Magoffin; **Flagstaff, Ariz**—1814 N Main St; **Los Angeles (South Gate), Calif** — 5011 E Firestone; **Roswell, NM** — 110 E 9th; **Wichita Falls, Tex**—1303 Iowa Park Rd. TRAILER INTERCHANGE: At all company terminals. Reference is made to the National Motor Equipment Interchange Schedule No. 2. TARIFFS: NMFC A-4 & 15 ATA Explosives & Dangerous Articles RMMTC SWMFB MWMFB IFCC AMTB SMCRC ECMCA Ind. HIGHWAY EQUIPMENT: Tractors 267; Trailers 267.

Motor Freight Express

(RRCC GC) 540-550 E King St, York, Pa. Ph: 5541 & 6600. INS: $5,000,000 pv; $5,000,000 pt. W. T. Fitzgerald, exec asst to pres; R. E. Good, vp: INTER: Del, Md, NJ, NY, Pa. Va. INTRA: Pa. TERMINALS: **Altoona, Pa**—Box 268; **Baltimore, Md**—Monument & Dean Sts; **Harrisburg, Pa**—1061 S Cameron St; **Jersey City, NJ**—313 Bright St; **Johnstown, Pa**—67-69 Cooper Ave; **Lancaster, Pa**—Dillerville Rd; **Philadelphia, Pa**—Howard & Oxford Sts; **Pittsburgh, Pa**—1231 Western Ave; **Reading, Pa**—225 Pine St; **York, Pa**—540 E King St. TRAILER INTERCHANGE: Baltimore, Harrisburg, Jersey City, Lancaster, Philadelphia, Pittsburgh, York. TARIFFS: NFMC ECMCA EWPIC MAC NFTB SMCRC. HIGHWAY EQUIPMENT: Tractors 215; Trailers 310. Transports containers which can be detached from trailer chassis and transferred to other vehicles. Shipper is responsible for placing container on trailer; via crane, fork truck, tractor. One bill-of-lading for door-to-door service is Sea-Land Service, Container Transport International, States Marine Lines, U. S. Lines, Bull Lines. Interchange trailers with containers with any other motor common carrier so equipped. Containers without trailers are interchanged with other motor common carriers where occasion demands.

For the very best service

BRADY MOTORFRATE, INC.
DES MOINES, IOWA

DAYS TRANSFER, INC.*
ELKHART, INDIANA

STRATELINE

*A Division of Brady

No Matter What Common Carrier Transportation You Purchase, It Can Cost You Less To Distribute Your Shipments Via Central Motor Lines

A Notarized Performance Fact

Notarized Performance

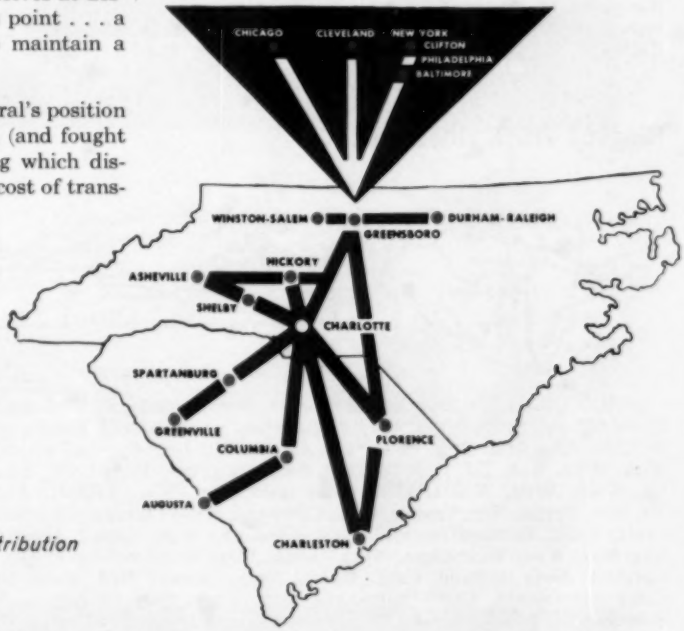
YOU CAN TRUST CENTRAL'S SERVICE...AND AFFIRMATIVE RATE POLICY

Because the *facts* prove Central a dependable motor carrier of *all size* shipments, Central service is sold from *notarized*, up-to-date, performance control records. See how Central's proved performance in rates and service can improve your distribution of goods.

ON-TIME SERVICE . . . day after day, our *notarized* performance records prove it . . . 95% or more of all Central shipments are delivered on-time. A dependable performance that permits you to plan and schedule shipments on a customer satisfying basis.

CLAIM-FREE SERVICE . . . our *notarized* records prove more than 99% of Central transported freight is given claim-free handling. Shipment after shipment arrives at destination in the same condition it left the origin point . . . a trustworthy performance that enables you to maintain a better customer relationship.

AFFIRMATIVE RATE POLICY . . . Central's position is historic in the industry. We have maintained (and fought for) a non-discriminatory policy of rate-making which distributes necessary and required increases in the cost of transportation fairly among *all* shippers.



IMPORTANT
COVERAGE OF THE
CAROLINAS
TO AND FROM
THE EAST AND WEST

There is no substitute for single-line carrier distribution of all-size shipments from origin to destination.

CENTRAL MOTOR LINES INC. General Offices: Charlotte 1, N. C.

Overnite Transportation Co.

(RRCC GC) 1100 Ninth Street Rd., Richmond 24, Va. Ph: BE 3-9611. INS: $1,500,000 pv. G. B. Coleman, vp-sls & traf; P. S. Simmons, exec vp. INTER: Ga, NC, SC, Va. INTRA: Ga, NC, SC, Va. TERMINALS: **Asheville, NC; Athens, Ga; Atlanta, Ga; Augusta, Ga; Burlington, NC; Charleston, SC; Charlotte, NC; Columbia, SC; Danville, Va; Durham, NC; Fayetteville, NC; Florence, SC; Gainsville, Ga; Goldsboro, NC; Greensboro, NC; Greenville, SC; Greenwood, SC; Henderson, NC; Hickory, NC; High Point, NC; Kingston, NC; Macon, Ga; Norfolk, Va; Raleigh, NC; Richmond, Va; Roanoke Rapids, NC; Rock Hill, SC; Salisbury, NC; Savannah, Ga; Shelby, NC; Spartanburg, SC; Suffolk, Va; Wilmington, NC; Winston-Salem, NC.** TRAILER INTERCHANGE: Asheville, Atlanta, Charlotte, Greensboro, Greenville, Richmond, Savannah. TARIFFS: NMFC SMCRC ECMCA MAC SCMTB RMTB VCC No. 1 Glen Morgan Agent. HIGHWAY EQUIPMENT: Tractors 350; Trailers 620.

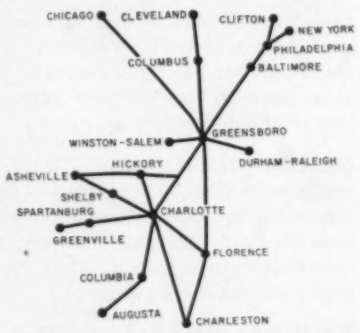
Jack Cole Co.

(RRCC IRCC HG) 1900 Vanderbilt Rd, Birmingham, Ala. Ph: AL 1-8211. INS: $1,000,000 pv; $1,000,000 pt. R. M. Hipp, Jr, vp sls; Fred W. Sawyer, asst sls mgr. INTER: Ala, Ga, Tenn, Ohio, Ill, Ind, Mich, Pa, NJ, NY. INTRA: Ala. TERMINALS: **Maspeth-LI, NY,** 56-07 48th St; **Philadelphia, Pa,** 4125 E Thompson; **Chicago, Ill,** 3261 S Hamilton; **Birmingham, Ala,** 1900 Vanderbilt; **Mobile, Ala,** 838 Durnaine; **Akron, Ohio,** 999 Swoiter; **Columbus, Ohio,** 850 Burr; **Cincinnati, Ohio,** 1617 Elmore; **Indianapolis, Ind,** 301 S Alabama; **Detroit, Mich.** TARIFFS: NMFC SMCRC C&SMFTA RMMTB ECMCA MWMFB AI. 150 tractors; 450 trailers. Transports van bodies (containers) which can be detached from the trailer chassis and transferred to other vehicles. Provides service only when shipper owns the containers and they can be carried on standard flatbed trailers. Shipper is responsible for placing container on trailer. Loading can be performed by crane and fork-lift truck.

Norwalk Truck Lines, Inc. and/or Norwalk Truck Lines, Inc. of Delaware

(RRCC) 180 Milan Ave, Norwalk, Ohio. Ph: 6624321. INS: $1,000,000. Andrew Gordon, vp sls; Kenneth Beehner, Nordel, Lancaster, Pa, gsm. INTER: Del, Ill, Ind, Md, Mich, NJ, NY, Ohio, Pa, Wis. INTRA: Ohio, Ind. TERMINALS: **Akron, Ohio; Chicago, Ill; Cleveland, Ohio; Detroit, Mich; Grand Rapids, Mich; Hammond, Ind; Norwalk, Ohio; South Bend, Ind; Toledo, Ohio.** Interchange with most carriers at all gateways. TARIFFS: MATB ECMCA C&SMFTA MWMFB RMMTB OMFTB IndMR&TB ATA. 832 tractors; 1785 trailers.

Central Motor Lines Inc.



(RRCC GC) 324 North College St., P. O. Box 1067, Charlotte, N. C. Ph: EDison 2-7727. INS: $1,000,000 pv, $2,000,000 pt. Howard Nelson, vp sls-traffic; Alex M. Johnson, dir of traffic. INTER: Del, Md, Ohio, Ga, NJ, Pa, Ill, NY, SC, Ind, NC, Va. INTRA: NC. TERMINALS: **Ashville, NC,** 98 Choctaw St; **Augusta, Ga,** U. S. Highway 125 East; **Charlotte, NC,** 2600 N. Tryon; **Chicago, Ill,** 3435 S. Cicero Ave; **Cleveland, Ohio,** 2981 E. 34th St; **Clifton, NJ,** Bloomfield Ave; **Columbia, SC,** 500 Devine St; **Greensboro, NC,** 2810 Oakland Ave; **Greenville, SC,** 13 Wellington Ave; **Philadelphia, Pa,** Butler and Thompson Sts. TRAILER INTERCHANGE: Chicago, Ill; Philadelphia, Pa; Columbia, SC; Greensboro, NC; Clifton, NJ; Augusta, Ga; Cleveland, Ohio; Baltimore, Md; Asheville, NC; Charlotte, NC; Greenville, SC; Winston-Salem, NC. Interchange trailers with all carriers party to ATA National Motor Equipment Interchange Schedule No. 2. NMFC, C&SMFTA, RMMTB, SMCRC. 371 tractors, 479 trailers.

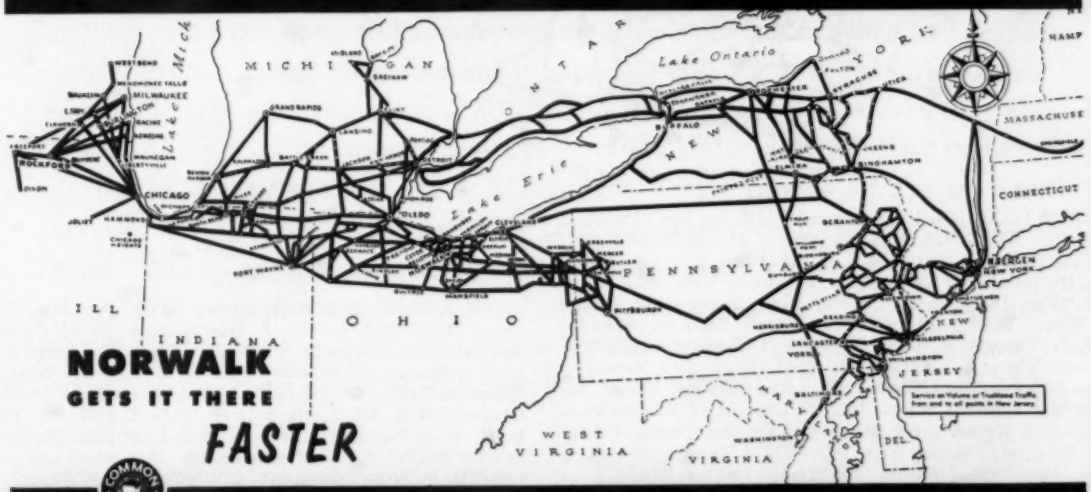
Ringsby Truck Lines, Inc.

(RRCC IRCC GC) 3201 Ringsby Court, Denver, Colo. Ph: AC 2-5761. INS: $1,200,000 pv; $1,200,000 pt. Ray A. Petersen, vp-sls & traf; Horace Simi, gsm. INTER: Ala, Ariz, Ark, Conn, Fla, Ga, Ia, Ill, Ind, Ky, La, Me, Md, Mass, Mich, Minn, Miss, NJ, NM, NY, NC, Ohio, Okla, Ore, Pa, RI, SC, Tenn, Texas, Va, Wash, WVa, Wis. INTRA: Colo, Nebr, Nev. Wyo. TERMINALS: **Battle Mt, Nev; Carlin, Nev; Casper, Wyo; Cheyenne, Wyo; Chicago; Chugwater, Wyo; Craig, Colo; Denver; Glendo, Wyo; Glenrock, Wyo; Grand Junction, Calif; Guernsey, Wyo; Hawthorne, Nev; Kansas City, Mo; Las Vegas; Los Angeles; Lovelock, Nev; Oakland, Calif; Ogden, Utah; Omaha, Neb; Reno, Nev; Rifle, Colo; Sacramento, Calif; Salt Lake City, Utah; San Francisco; San Jose; Scottsbluff, Neb; St. Louis, Mo; Tonopah, Nev; Torrington, Wyo; Wheatland, Wyo; Winnmucca, Nev; Yerington, Nev.** TRAILER INTERCHANGE: At all company terminals. TARIFFS: NMFA ATA Explosives & Dangerous Articles CSMFB SMCRC ECMCA MWMFB NMVT RMMTB CMCA SWMFB IFCC MTCCofCol PITB. HIGHWAY EQUIPMENT: Tractors 197; Trailers 584.

Interstate Motor Freight System

(RRCC IRCC) 134 Grandville Ave, S.W., Grand Rapids 2, Mich. INS: $500,000 pv. L. D. Rahilly, pres. INTER: Conn, DC, Del, Ill, Ind, Iowa, Ky, Md, Mass, Mich, Minn, Mo, NJ, NY, Ohio, Pa, Va, WVa, Wis. INTRA: Ill, Ind, Mich, NY, Ohio. TERMINALS: **Avenel, NJ; Albany, NY; Baltimore, Md; Battle Creek, Mich; Bedford, Pa; Benton Harbor, Mich; Binghamton, NY; Boston, Mass; Buffalo, NY; Carlstadt, NJ; Chicago; Cincinnati; Cleveland; Columbus; Dayton; Denver; Des Moines; Detroit; East Liverpool, Ohio; Elmira, NY; Erie, Pa; Evansville, Ind; Flint, Mich; Fort Wayne, Ind; Grand Rapids; Indianapolis; Jackson, Mich; Kalamazoo, Mich; Kansas City, Kans; Kokomo, Ind; Lancaster, Pa; Lansing, Mich; Lincoln, Neb; Louisville, Ky; Milwaukee, Wis; Minneapolis (St. Paul), Minn; Muncie, Ind; Muskegon, Mich; New York, NY; Norwalk, Ohio; Omaha, Neb; Orange, Conn; Peoria, Ill; Philadelphia; Pittsburgh; Pontiac, Mich; Port Huron, Mich; Pottsville, Pa; Providence, RI; Reading, Pa; Rochester, NY; Saginaw, Mich; St. Louis, Mo; St. Paul (Minneapolis), Minn; South Bend, Ind; Springfield, Mass; Syracuse, NY; Terre Haute, Ind; Toledo, Ohio; Trenton, NJ; Utica, NY; Washington, DC; Worcester, Mass; York, Pa; Youngstown, Ohio.** TRAILER INTERCHANGE: At all terminals listed. TARIFFS: NMFC CMF ATA Explosives & Dangerous Articles C&SMFTA CMFA CSMFB ECMCA IndMR&TB MIMFB MAC MWMFB NEMTB NYMCCNFTB OCTS OMFTC RMMTB SMCRC NFTB. HIGHWAY EQUIPMENT: Tractors about 720; Trailers about 1450.

NORWALK TRUCK LINES INC. NORWALK, OHIO

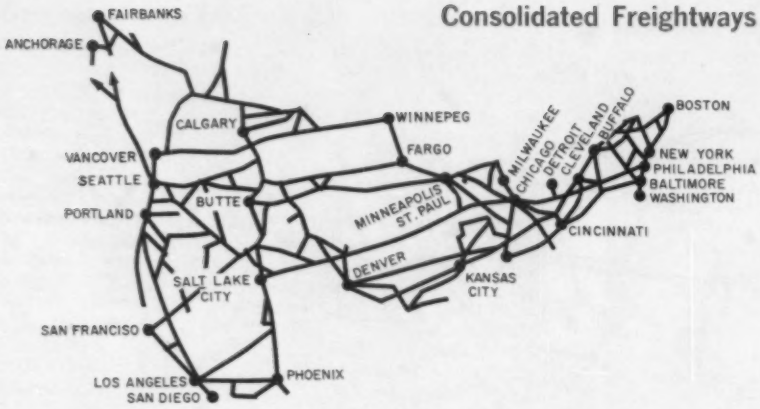


NORWALK
GETS IT THERE
FASTER

COMMON CARRIER

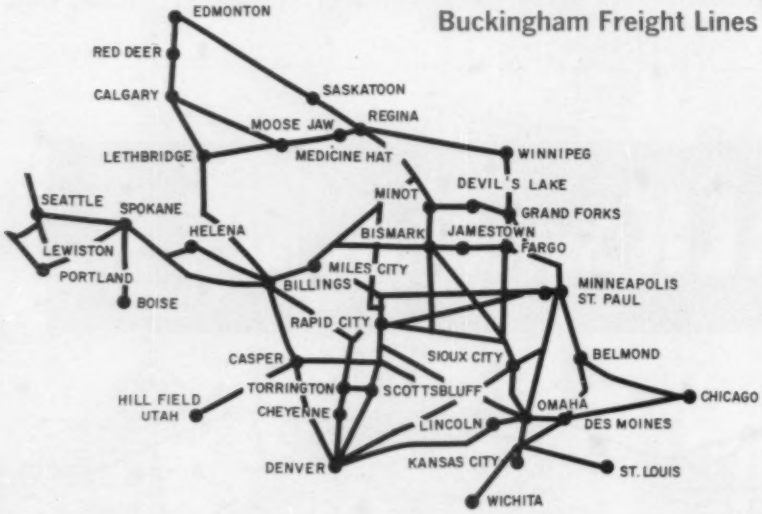
44 TERMINALS SERVING OVER 3000 POINTS DAILY

Consolidated Freightways



(RRCC IRCC HG GC SP) 175 Linfield Drive, Menlo Park, Calif. Ph: DA 6-1700. Information Center, Box 32, Chicago 50, Ill. Ph: AU 7-7003. TWX Bellwood 172: INTER: Alaska, Ariz, Calif, Colo, Conn, Del, DC, Idaho, Ill, Ind, Ia, Ky, Md, Mass, Mich, Minn, Mo, Mont, Nebr, Nev, NJ. NY, ND, Ohio, Ore, Pa, RI, Utah, Wash, WVa, Wis, Wyo. INTRA: Alaska, Ariz, Calif, Hawaii, Ida, Ind, Mont, NY, Ore, Utah, Wash, Wis, Wyo. TARIFFS: NMFC ATA Explosives & Dangerous Articles CSMFB CESTkL ECMCA HGCB IdaMTB IllMCR&TB IndMR&TB IFCC MWMFB OD&WA PCTB PITB RMMTB SMCRC TTOTB WPSC WMTB WSMC WMCA Ind. Due to the size and scope of CF's operations, including Terminals, Trailer Interchange and Highway Equipment, we are unable to furnish accurate information for the remainder of this listing. CF operates over 100 terminals.

Buckingham Freight Lines



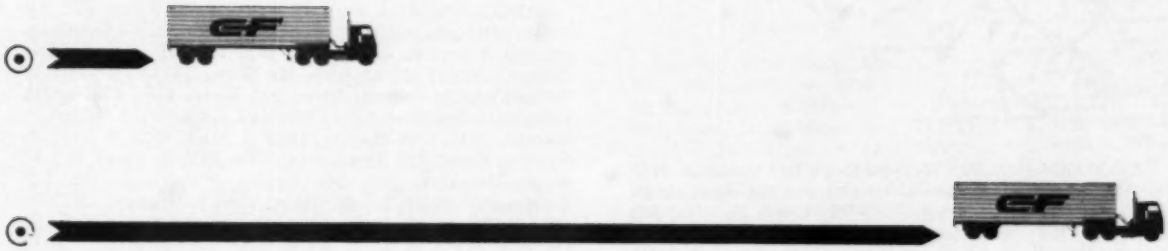
(RRCC IRCC GC) 201 Southeast Sixth St, Des Moines, Iowa. Ph: AT 2-0413. INS: $1,000,000 pv; $1,000,000 pt. Leonard L. Haney, vp; Earl F. Buckingham, pres. INTER: Colo, Ill, Ind, Iowa, Kans, Minn, Mo, Mont, Nebr, ND, SD, Utah, Wyo. INTRA: Colo, Iowa, Minn, Mont, Nebr, ND, SD, Wyo. TERMINALS: **Billings, Mont**—1420 Sixth Ave N (Ref); **Chicago (Cicero), Ill**—3401 S Cicero Ave (Ref); **Denver, Colo**—52nd & Colorado Blvd (Ref); **Des Moines, Iowa**—201 Southeast Sixth (Ref); **Kansas City, Mo**—810 E 4th St; **Lincoln, Nebr**—3201 N 20th St; **Minneapolis, Minn**—2508 Kennedy St NE (Ref); **Omaha, Nebr.**—1804 Paul St (Ref); **Rapid City, SD**—900 E Omaha St; **St. Louis, Mo**—3130 Hall St. TRAILER INTERCHANGE: Chicago, Ill; Denver, Colo; Des Moines, Iowa; Kansas City, Mo; Minneapolis, Minn; Omaha, Nebr; St. Louis, Mo. TARIFFS: NMFC PITB ECMCA HGC MWMFB RMMTB SWMFB Ind. HIGHWAY EQUIPMENT: Tractors 450; Trailers 580.

Central Truck Lines Inc.

(RRCC GC) 1005 Jackson St., Tampa, Fla. Ph: 2-3902. INS: $200,000 pv; $500,000 any one disaster. Philip J. Meloy, dir sls; Daryl H. Barrows, gsm. INTER: Ala, Fla, Ga, La, Miss. INTRA: Fla. TERMINALS: **Atlanta, Ga** — 1952 Moreland Ave; **Daytona Beach, Fla** — 1231 Old Kings Rd; **Jacksonville, Fla** — 2225 Broadway; **Miami, Fla**—5520 NW 35th Ave; **Mobile, Ala**—811 Dumaine Rd; **Orlando, Fla**—1402 West Church St; **Savannah, Ga**—Lissner Ave; **Tampa, Fla**—3902 Spruce St; **West Palm Beach, Fla** — 955 28th St. TRAILER INTERCHANGE: Atlanta, Ga; Mobile, Ala; New Orleans, La; Savannah, Ga. TARIFFS: NMFC ATA Explosives & Dangerous Articles C&SMFTA SMCRC RMMTB FIRB. HIGHWAY EQUIPMENT: Tractors 314; Trailers 580.

Olson Transportation Co.

(RRCC IRCC) 1970 S. Broadway, Green Bay, Wis. INS: Cargo $2,000,000 pv. H. J. Olson, pres. TERMINALS: **Appleton,** 743 E Wisconsin; **Fond du Lac,** Rt 2; **Green Bay,** 1970 S Broadway; **Manitowoc,** 1035 S 30th St; **Neenah-Menasha,** Rt 1; **Oshkosh,** 10 E 15th Ave; **Port Washington, Grafton, Wis,** RR 1; **Sheboygan,** 1210 S 10th St; **West Bend,** Rt 3; **Escanaba, Mich,** 501-511 Ludington St. TARIFFS: NMFC ATA Explosives & Dangerous Articles CSMFB ECMCA Slayton-T MWMFB RMMTB SMCRC TAFL WMCA IllIMCR&TB UMPCA Ind. HIGHWAY EQUIPMENT: Tractors about 329; Trailers about 420.



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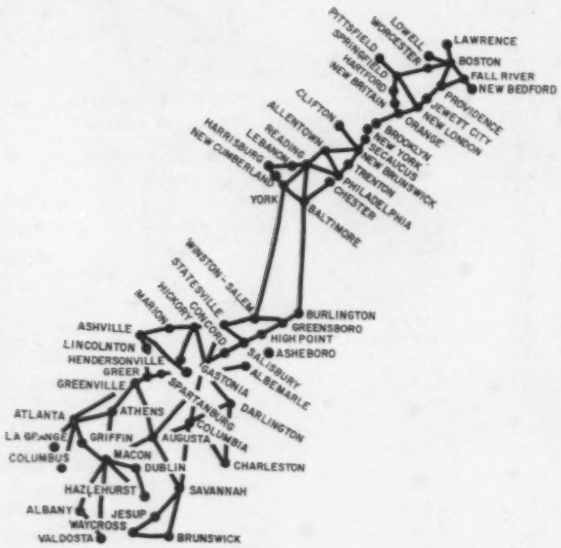
CONSOLIDATED FREIGHTWAYS
Leading Name in Truck Transportation

Akers Motor Lines, Inc.



(RRCC GC) P.O. Box 79, New Hope Rd, Gastonia, N.C. Ph: UN 4-2671. C. S. Akers, vp and gen sls mgr; C. W. Akers, vp and asst sls mgr. INTER: Conn, Del, Ga, Md, Mass, NJ, NY, NC, Pa, RI, SC. INTRA: NC. TERMINALS: **Albany, Ga; Albemarle, NC; Allentown, Pa; Ansonia, Conn; Asheboro, NC; Asheville, NC; Athens, Ga; Atlanta, Ga; Augusta, Ga; Baltimore, Md; Boston, Mass; Bridgeport, Conn; Brooklyn, NY; Brunswick, NJ; Burlington, NC; Charleston, SC; Charlotte, NC; Chester, Pa; Clifton, NJ; Columbia, SC; Columbus, Ga; Concord, NC; Darlington, SC; Derby, Conn; Dublin, Ga; Fall River, Mass; Fitchburg, Mass; Framingham, Mass; Gaffney, SC; Gardner, Mass; Gastonia, NC; Greensboro, NC; Greenville, SC; Greer, SC; Griffin, Ga; Harrisburg, Pa; Hartford, Conn; Hazlehurst, Ga; Hendersonville, NC; Hickory, NC; Jesup, Ga; Jewett City, Conn; LaGrange, Ga; Lancaster, Pa; Lawrence, Mass; Lebanon, Pa; Leominster, Mass; Lincolnton, NC; Lowell, Mass; Macon, Ga; Marion, NC; New Bedford, Mass; New Britain, Conn; New Brunswick, NJ; New Cumberland, Pa; New York City; Orange, Conn; Philadelphia; Pittsfield, Mass; Pottsville, Pa; Providence, RI; Reading, Pa; Rock Hill, SC; Salisbury, NC; Savannah, Ga; Secaucus, NJ; Spartanburg, SC; Springfield, Mass; Stamford, Conn; Statesville, NC; Trenton, NJ; Valdosta, Ga; Waterbury, Conn; Waycross, Ga; Wilmington, Del; Worcester, Mass.** TRAILER INTERCHANGE: All terminals. TARIFFS: NMFC SMCRC C&SMFTA. 635 trucks; 740 trailers.

Dohrn Transfer Co.

(RRCC) Robinson Bldg, Rock Island, Ill. INS: $1,000,000 pv; $1,000,000 pt. Wayne E. Dohrn, pres. INTER: Ill, Ind, Ia, Ky, Ohio, Mich, Mo. INTRA: Ill. TERMINALS: **Burlington, Ia; Chicago, Ill; Cincinnati, Ohio; Clinton, Iowa; Columbus, Ohio; Dayton, Ohio; Detroit, Mich; Galesburg, Ill; Indianapolis, Ind; Louisville, Ky; Quincy, Ill; St. Louis, Mo; Dubuque, Ia; La Crosse, Wis; St. Paul, Minn.** TRAILER INTERCHANGE: At all Company Terminals. TARIFFS: NMFC ATA Explosives & Dangerous Articles CMFA C&SMFBA CSMFB ECMCA IllIMCR&TB MWMFB NFTB RMMTB. HIGHWAY EQUIPMENT: Tractors about 240; Trailers about 320.

Eazor Express, Inc.

(RRCC IRCC HG) 15 26th St Pittsburgh 22, Pa. Ph: EX 1-4300. INS: $1,000,000 pv; $1,000,000 pt. W. E. Midleton, vp-sls. INTER: Ill, Ind (Chicago Comm. Zone only), NJ, NY, Ohio, Pa, WVa. INTRA: WVa. TERMINALS: **Buffalo, NY**—43 Hamburg St; **Charleston, WVa**—1919 S Kanawha Tpke; **Chicago, Ill**—5401 W 47th St; **Erie, Pa**—1119 Payne Ave; **Jersey City, NJ**—35 Florence; **New York, NY**—Pier 73, Ft. W 33rd St; **Pittsburgh, Pa**—15 26th St; **Rochester, NY**—864 Driving Park; **Syracuse, NY**—103 N Geddes St; **Wheeling, WVa**—3015 McCulloch St. TRAILER INTERCHANGE: At all terminals shown. TARIFFS: NMFC A-5 & 15 MAC CSMFB NFTB (US & Canada) ECMCA MWMFB RMMTB Dilla (Steel Tariffs) Flint (West Virginia). HIGHWAY EQUIPMENT: Tractors 157; Trailers 322.

Middle Atlantic Transportation Co., Inc.

(RRCC) 976 West Main St, New Britain, Conn. Ph: BA 5-6471. INS: $5,000,000 pv; $5,000,000 pt. H. C. Loadman, gen sls & tm; R. M. Bassett, mgr special accounts. INTER: Conn, NY, Mass, Ohio, Mich, Pa, NJ. INTRA: Conn. TERMINALS: **Boston, Mass,** 903 Mass. Ave; **Cincinnati, Ohio,** 4321 Crawford Ave; **Cleveland, Ohio,** 10720 Memphis; **Dayton, Ohio,** 1795 Stanley; **Detroit, Mich,** 6575 W Vernor; **Milford, Conn,** 825 Bridgeport; **New Britain, Conn,** 976 W Main; **Brooklyn, NY,** 344 Nevins; **Pittsburgh, Pa,** 220 Scotland N Side; **Toledo, Ohio,** 4108 LaGrange. INTERCHANGES at all terminals with various carriers. TARIFFS: CMFC, NMFC, ATA, CSMFB, ECMCA, MAC, NEMRB, NFTB. 150 tractors; 334 trailers.

Ellis Trucking Co., Inc.

(RRCC GC) 1600 Oliver Ave, Indianapolis, Ind. Ph: ME 2-6461. INS: $1,000,000 pv; $1,000,000 pt. C. William Lantz, gen sls mgr; Robert R. Joseph, district sls mgr, 4930 Stecket Ave, Detroit. INTER: Ind, Ky, Ohio, Tenn, Mich. INTRA: Ind. TERMINALS: **Indianapolis,** 1600 Oliver Ave; **Memphis,** 1334 N Second St; **Cincinnati,** 500 N Wayne Ave; **Dayton,** 1797 Stanley Ave; **Anderson, Ind,** 315 E 31st St; **Marion, Ind,** 1626 Mason St; **Ft Wayne, Ind,** 1124 Sherman Ave; **Jackson, Mich,** 425 Hupp St; **Saginaw, Mich,** 2083 Genessee Ave; **Lansing, Mich,** 928 E Hazel; **Flint, Mich,** 1865 S Dort St; **Pontiac, Mich,** 120 Franklin St; **Detroit, Mich,** 4930 Stecket Ave. TRAILER INTERCHANGE: Indianapolis, Memphis, Cincinnati, Dayton, Anderson, Marion, Ft. Wayne, Jackson, Mich; Pontiac, Flint, Saginaw, Lansing, Detroit. TARIFFS: NMFC C&SMFTA, Central States, ECMCA, W. G. Clayton Canadian Export Tariff, MWMFB, SMCRC. 232 tractors; 371 trailers.

Merchants Fast Motor Lines, Inc.

(RRCC) East Hwy 80, P.O. Drawer 270, Abilene, Tex. Ph: OR 3-3741. INS: $1,000,000 pv; $1,000,000 pt. Doyle Armstrong, vp & dir; Ernest B. Ledford, vp-sls. INTER: Tex. INTRA: Tex. TERMINALS: **Abilene, Tex** — East Hwy 80; **Amarillo, Tex**—1113 S Williams St; **Dallas, Tex**—1440 Oak Lawn; **El Paso, Tex**—1430 E San Antonio St; **Fort Worth, Tex**—2802 Cullen; **Houston, Tex**—5521 Harvey Wilson Dr; **Lubbock, Tex**—305 34th St; **Odessa, Tex**—200 S Grandview; **San Antonio, Tex**—3846 E Commerce; **Waco, Tex**—419 S 4th St. TRAILER INTERCHANGE: All carriers serving Amarillo, Dallas, El Paso, Fort Worth, Houston, San Antonio. TARIFFS: NMFC ATA Explosives & Dangerous Articles ECMCA MWMFB RMMTB SMCRC SWMFB. HIGHWAY EQUIPMENT: Tractors 137; Trailers 308.

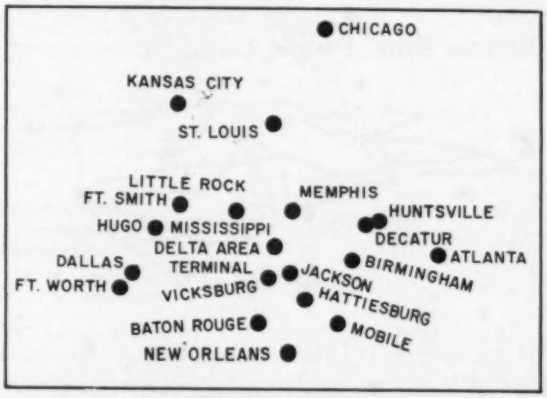
Midwest Emery Freight System, Inc.

7000 S Pulaski Rd, Chicago 29, Ill. R. W. Pritzke, exec vp.

Dixie Ohio Express, Inc.

(RRCC GC) 237 Fountain St, Akron, Ohio. Ph: BL 3-7141. INS: $3,000,000 pv; $3,000,000 pt. E. A. O'Hara, vp-traf & sls; E. Carst, Northern sm. INTER: Ala, Ga, Ky, NY, Ohio, Pa, Tenn. INTRA: Ga. TERMINALS: **Akron, Ohio**—237 Fountain St; **Atlanta, Ga**—1270 Mariette St NW; **Birmingham, Ala**—2100 N 18th St; **Buffalo, NY**—64 Mackinaw St; **Chattanooga, Tenn**—31st & 2nd Sts; **Cincinnati, Ohio**—360 W Seymour Ave; **Cleveland, Ohio**—4403 E 49th St; **Erie, Pa**—2017 Buffalo Rd; **Louisville, Ky**—238 N Clay St; **Nashville, Tenn**—502 Lester Ave. TRAILER INTERCHANGE: All terminal points. Member of National Trailer Interchange agreement. TARIFFS: NMFC A-5 & 15 C&SMFTA SMCRC CSMFB ECMCA NFTB MWMFB NFTB RMMTB OMFTC (interstate) GMFTC (interstate). HIGHWAY EQUIPMENT: Tractors 200; Trailers 498. Transports van bodies (containers) which can be detached from the trailer chassis and transferred to other vehicles. This is an experimental operation provided only when the shipper owns the containers and they can be carried on standard flatbed trailers. Shipper is responsible for placing container on trailer via crane, fork lift, straddle carrier. One bill-of-lading for door-to-door service with carriers is provided. Trailers carrying containers are interchanged with other motor common carriers party to National Equipment Interchange Agreement.

Gordons Transports, Inc.



(RRCC) P.O. Box 2696, Memphis, Tenn. Ph: WH 8-7611. INS: $2,000,000 pv; $2,000,000 pt. A. B. Stuart, Jr, gen sls mgr; J. K. Gordon, vp traffic & sls. INTER: Ala, Ark, Ga, Ill, Ind, Kan, La, Miss, Mo, Okla, Tenn, Tex. TERMINALS: **Memphis**, 186 West McLemore; **New Orleans**, 4740 Almonaster; **Chicago**, 5255 S. Pulaski Rd; **St. Louis**, 7337 Hall St; **Kansas City**, 3612 Gardner; **Dallas**, 4630 Irving Blvd; **Birmingham**, 1341 26th Ave N; **Mobile**, 1865 Glennon Hwy; **Jackson**, 2659 Livingston Rd; **Atlanta**, 717 Finley Ave. TRAILER INTERCHANGE: All terminal points and with concurring carriers. TARIFFS: NMFC, ATA, C&SMFTA, MWMFB, RMMTB, SMCRC, SWMFB. 281 tractors; 643 trailers.

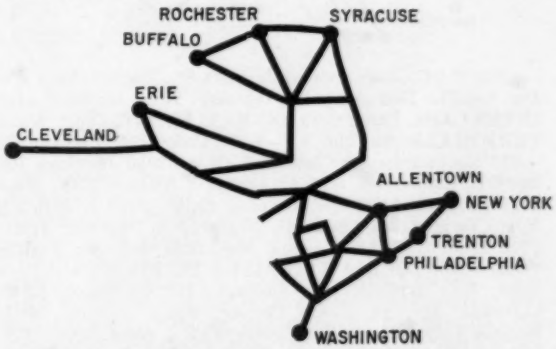
Lee Way Motor Freight, Inc.

(RRCC) P.O. Box 2488, Oklahoma City, Okla.

Gateway Transportation Co.

(RRCC) 2130 South Ave., LaCrosse, Wis. Ph: 2-8050. INS: $3,000,000 pv; $3,000,000 pt James R. Smaby, vp-trf-sls; Ralph V. Merrill, sm-Eastern div. INTER: Ill, Ind, Iowa, Mich, Minn, Mo, NY, Ohio, Pa, Wis. INTRA: Ill, Wis. TERMINALS: (All Refrigerated) **Buffalo, NY**—1480 Military Rd; **Chicago, Ill**—2331 S Wood St; **Cincinnati, Ohio**—1400 Glendale Milford Rd; **Cleveland, Ohio**—3926 Valley Rd; **Detroit, Mich**—750 S Dix Ave; **Green Bay**—603 Liberty St; **LaCrosse, Wis**—2130 South Ave; **Milwaukee (West Allis), Wis**—10931 W Mitchell St; **St. Louis, Mo**—250 E Prairie Ave; **St. Paul, Minn**—2230 Kasota Ave. TRAILER INTERCHANGE: Akron, Ohio; Buffalo, NY; Cedar Rapids, Ia; Chicago, Ill; Cincinnati, Ohio; Cleveland, Ohio; Des Moines, Ia; Detroit, Mich; Dubuque, Ia; Erie, Pa,; Indianapolis, Ind; LaCrosse, Wis; Mansfield, Ohio; Milwaukee, Wis; Rockford, Ill; St. Louis, Mo; St. Paul, Minn; Toledo, Ohio; Waterloo, Ia; Youngstown, Ohio. TARIFFS: NMFC ATA Explosives & Dangerous Articles C&SMFTA CSMFB ECMCA IllIMCR&TB MWMFB NFTB RMMTB SMCRC WMCA. HIGHWAY EQUIPMENT: Tractors 1023; Trailers 1543.

Hall's Motor Transit Co.



(RRCC) 5th & Vine Sts, Sunbury, Pa. INS: Cargo $1,000,000 pv; W. L. Hall, vp. TERMINALS: **Baltimore, Md; Buffalo, NY; Cleveland, Ohio; Erie, Pa; Harrisburg, Pa; Jersey City, NJ; Newark, NJ; New York, NY; Philadelphia, Pa; Reading, Pa; Rochester, NY; Scranton, Pa; Washington, DC.** TARIFFS: NMFC ATA Explosives & Dangerous Articles CSMFB ECMCA MAC MWMFB NFTB RMMTB SMCRC Ind. HIGHWAY EQUIPMENT: Tractors about 490; Trailers about 700.

Associated Transport, Inc.

(RRCC) 380 Madison Ave, New York 17, N. Y. INS: $1,000,000 pv; $2,000,000 pt. R. A. Groat, vp sls. INTER: Conn, Del, DC, Ga, Md, Mass, NJ, NY, NC, Ohio, Pa, RI, SC, Tenn, Vt & Va. TERMINALS: **New York City; Linden, NJ; Philadelphia, Pa; Pittsburgh, Pa; Boston, Mass; Buffalo, NY; Burlington, NC; Atlanta, Ga; Baltimore, Md; Albany, NY.** TARIFFS: NMFC CMFC ATA Explosives & Dangerous Articles, C&SMFTA CSMFB ECMCA MAC NFTB SMCRC. HIGHWAY EQUIPMENT: about 5200 units.

Denver Chicago Trucking Co., Inc.

(RRCC GC) 45th Ave. at Jackson St., Denver, Colo. Ph: Du 8-4567. Ken Maguire, vp-sls; Vern Greene, gsm. INTER: Ariz, Calif, Colo, Ill, Mich, Mo, NY, Ohio, Wash. TERMINALS: **Buffalo, NY**—3160 Union Rd; **Chicago, Ill**—333 South Iron St; **Cleveland, Ohio**—3980 Jennings Rd; **Denver, Colo**—45th Ave at Jackson; **Kansas City, Mo**—4421 Gardner Ave; **Los Angeles, Calif**—2720 E 26th St; **North Bergen, NJ**—Box 181, Highway 3; **Phoenix, Ariz**—1742 Linden Ave; **St. Louis, Mo**—1020 Cole St; **Seattle, Wash**—2958 6th Ave S. TRAILER INTERCHANGE: Albany, NY; Buffalo, NY; Chicago, Ill; Cleveland, Ohio; Colorado Springs, Colo; Denver, Colo; Detroit, Mich; Kansas City, Mo; Los Angeles, Calif; New York, NY; Phoenix, Ariz; Pueblo, Colo; St. Louis, Mo; Seattle, Wash; Syracuse, NY. TARIFFS: NMFC RMMTB ECMCA SMCRC PITB CSMFB MWMFB C&SMFTB SWMFB NFTB. HIGHWAY EQUIPMENT: Tractors 725; Trailers 1269.

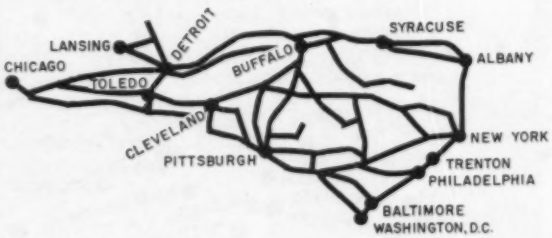
Chicago Express, Inc.

(RRCC GC) 3rd & Adams Sts, Kearny, NJ. Ph: MA 4-7300. Tltp: NK 859. INS: $5,000,000 pv; $5,000,000 pt. S. M. Whisner, vp sls; L. P. Kopley, gsm. INTER: Conn, Ill, Ind, Md, Mass, Minn, Mo, NJ, NY, Ohio, Pa, RI. TERMINALS: (All Refrigerated) **Baltimore, Md**—813 N North Point Rd; **Boston, Mass**—1244 Dorchester Ave; **Bound Brook, NJ**—Chimney Rock Rd & Easton Turnpike; **Brooklyn, NY**—320 Maspeth Ave; **Chicago, Ill**—7735 W 59th St; **Cleveland, Ohio**—5712 Schaaf Rd; **Kearny, NJ**—3rd & Adams Sts; **Philadelphia, Pa**—Butler & Salmon Sts; **Providence, RI**—370 Wampanaugh Rd; **St. Louis, Mo**—3401 N Broadway. TRAILER INTERCHANGE: All members of the National Motor Equipment Interchange Committee. TARIFFS: NMFC ATA Explosives & Dangerous Articles SCMFB ECMCA MMCC MWMFB RMMFB. HIGHWAY EQUIPMENT: Tractors 325; Trailers 571.

CCC Highway, Inc.

(RRCC) 215 Euclid Ave, Cleveland, Ohio. INS: $200,000 pv. G. F. Ravenstine, vp-oper. INTER: Ind, Ky, Mich, Ohio, Pa, WVa. INTRA: Ohio. TERMINALS: **Akron, Ohio; Cincinnati, Ohio; Cleveland, Ohio; Dayton, Ohio; Detroit, Mich; Indianapolis, Ind; Sandusky, Ohio; Toledo, Ohio; Wheeling, WVa; Youngstown, Canton, Mansfield, Columbus, Warren, Marietta, Ohio.** TRAILER INTERCHANGE: All Terminals Listed. TARIFFS: NMFC ATA Explosives & Dangerous Articles C&SMFTA CSMFB ECMCA MWMFB OMFTC RMCMTB. HIGHWAY EQUIPMENT: Tractors about 290; Trailers about 600.

Kramer Bros. Freight Lines, Inc.



(RRCC GC) 4195 Central Ave, Detroit 10, Mich. Ph: TI 6-2200. INS: Complete coverage to $5,000,000. Carter A. Justin, vp dir sls; Harold Jenner, dsm. INTER: Del, DC, Ill, Ind, Md, Mich, NJ, NY, Ohio, Pa. INTRA: Mich, NY, Pa. TERMINALS: **Buffalo, NY**—2740 Walden Ave; **Carlstadt, NJ**—303 Paterson Plank Rd; **Chicago, Ill**—3311 S Cicero; **Cleveland, Ohio**—7901 Old Granger Rd; **Detroit, Mich**—4195 Central Ave; **Flint, Mich**—1831 S Dort Highway; **Metuchen, NJ**—Route 25, Box 269; **Philadelphia, Pa**—G & Bristol Sts; **Pittsburgh, Pa**—Route 8; **Gibsonia, Pa; Toledo, Ohio**—PO Box 6627 W-T. TRAILER INTERCHANGE: At all company terminals and with members of National Motor Equipment Interchange Committee Schedule No. 2. TARIFFS: NMFC A-4 & 15. ATA Explosives & Dangerous Articles 10 CSMFB ECMCA EWPISC MIMFB MAC MWMFB NYMCC NFTB RMMTB. HIGHWAY EQUIPMENT: Tractors 383; Trailers 750.

All States Freight, Inc.

(RRCC IRCC) 1250 Kelly Ave, Akron, Ohio. D. W. McClelland, president; R. Dale Post, vp-sls. TERMINALS: **Akron, O; Albany, NY; Baltimore, Md; Boston, Mass; Bridgeport, Conn; Buffalo, NY; Canton, O; Chicago; Cincinnati, O; Cleveland, O; Columbus, O; Dayton, O; Detroit, Mich; Erie, Pa; Ft Wayne, Ind; Hartford, Conn; Indianapolis, Ind; Jersey City, NJ; Louisville, Ky; Mansfield, O; Muncie, Ind; New Brunswick, NJ; New York City; Providence, RI; Richmond, Ind; Springfield, Mass; Springfield, O; South Bend, Ind; St. Louis, Mo; Toledo, O; Trenton, NJ; York, Pa; Youngstown, O.** TARIFFS: NMFC CSMFB C&SMFTA ECMCA MAC NFTB RMMTB SMCRC. 363 tractors; 783 trailers.

Associated Truck Lines, Inc.

(RRCC) 15 Andre St, SE, Grand Rapids, Mich. Ph: CA 5-2102. INS: $2,000,000 pv; $2,000,000 pt. Donald T. Maentz, vp; Karl Karg, sm. INTER: Ill, Ind, Mich, Ohio. INTRA: Mich. TERMINALS: **Ann Arbor, Battle Creek, Bay City, Benton Harbor, Cadillac, Chicago, Cincinnati, Cleveland, Columbus, Dayton, Detroit, Flint, Fort Wayne, Grand Haven, Grand Rapids, Hammond, Holland, Indianapolis, Ionia, Jackson, Kalamazoo, Lansing, Lima (Ohio), Ludington, Manistee, Muskegon, Niles, Pontiac, Piqua (Ohio), Port Huron, Saginaw, St. Joseph, South Bend, Sturgis, Toledo, Warsaw.** TRAILER INTERCHANGE: Chicago, Ill (Western); Cincinnati, Ohio (Southern); Detroit, Mich (Canadian); Toledo, Ohio (Eastern). TARIFFS: NMFC C&SMFTA CSMFB ECMCA MWMFB RMMFB MIMTB GTB WG Clayton T (Canadian). HIGHWAY EQUIPMENT: Tractors 328; Trailers 480.

Pacific Motor Truck Co.

(RRCC IRCC GC SP) 110 Market St., San Francisco, Calif. Ph: EX 7-3600. S. F. Jordan, sm; W. J. Schilling, dist sls rep. INTER: Ariz, Calif, Nev, NM, Ore, Tex. INTRA: Ariz, Calif, Nev, Ore. TERMINALS: **Bakersfield, Calif**—21st & "R" Sts; **Fresno, Calif**—Merced & "H" Sts; **Los Angeles, Calif**—1039 Richmond St; **Oakland, Calif**—5th & Kirkham; **Phoenix, Ariz**—1624 S Central Ave; **Portland, Ore**—1830 Southeast Schiller St; **Reno, Nev**—East Commercial Rd & Peavine St; **Sacramento, Calif**—930 Front St; **San Francisco, Calif**—336 Berry St; **San Jose, Calif**—385 N San Pedro St. TRAILER INTERCHANGE: All Company Terminals. TARIFFS: NMFC CFC(Western) AMTA AMTFB PITB PSWFB WMTB SWMFB IFCC PMTB RMMTB Ind. HIGHWAY EQUIPMENT: Tractors 1862; Trailers 3202. Transports containers which can be detached from trailer chassis and transferred to other vehicles. Can be offered on a contract basis. Shipper is responsible for placing container on trailer via crane, fork lift, straddle carrier. One bill-of-lading for door-to-door service is provided with other carriers.

Arkansas-Best Freight System, Inc.

(Including Healzer Cartage Co.) (RRCC GC) 301 S 11th St, Fort Smith, Ark. Ph: SU 2-6033. Tltp: 5231. INS: $5,000,000 pv; $5,000,000 pt. H. D. Kizer, vp & gm; John K. Brown, vp & gsm. INTER: Ark, Ill, Ind, Kans, La, Mo, Ohio, Tenn, Tex, Wis. INTRA: Ark, Ill, Mo. TERMINALS: **Akron; Batesville, Ark; Camden, Ark; Chicago; Cleveland; Columbus; Conway, Ark; Crossett, Ark; Dallas; Dayton; DeQueen, Ark; El Dorado, Ark; Fayetteville, Ark; Fort Smith, Ark; Ft. Worth, Tex; Hope, Ark; Hot Springs, Ark; Houston; Indianapolis, Ind; Kansas City, Kan; Little Rock; Malvern, Ark; Memphis; Monticello, Ark; Muskogee, Okla; Newport, Ark; Pine Bluff, Ark; Russellville, Ark; St. Louis, Mo; San Antonio; Shreveport, La; Texarkana, Ark; Toledo, Ohio; Tulsa, Okla.** TRAILER INTERCHANGE: All terminal points listed. TARIFFS: NMFC SWMFB MWMFB SMCRC ECMCA RMMTB C&SMFA CSMFB Ind. HIGHWAY EQUIPMENT: Tractors 442; Trailers 792.

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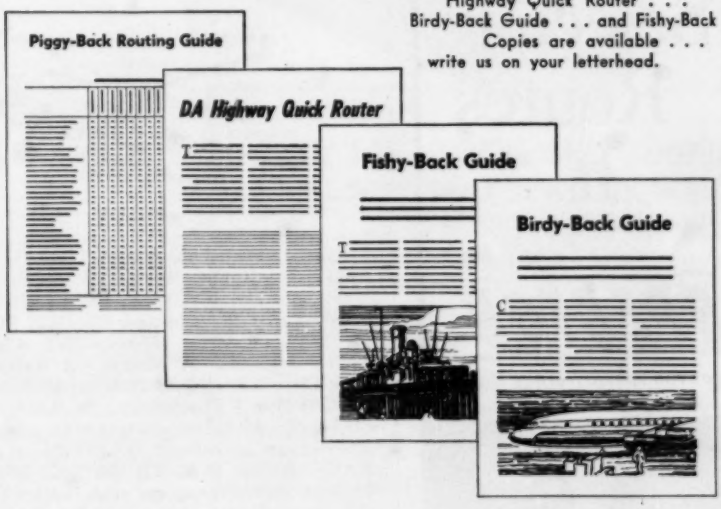

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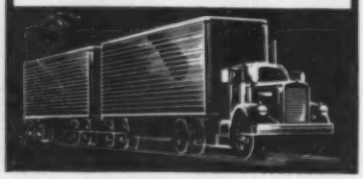
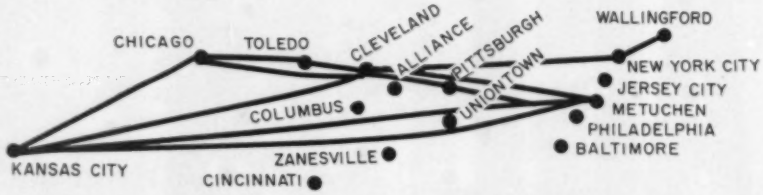
SPECTOR FREIGHT SYSTEM, INC.



Burlington Truck Lines, Inc.

(RRCC GC) 796 S Pearl St., Galesburg, Ill. Ph: DI 2-2141. INS: $500,000 pv. J. J. Lynch, vp-traf. R. I. Sharp, asst to vp. INTER: Colo, Ill, Ia, Kans, Mo, Mont, Nebr, Wyo. INTRA: Colo, Ill, Ia, Mo, Mont, Wyo. TERMINALS: **Billings, Mont; Burlington, Ia; Cheyenne, Wyo; Chicago, Ill; Denver, Colo; Des Moines, Ia; Grand Island, Nebr; Hastings, Nebr; Kansas City, Mo; Lincoln, Nebr; Peoria, Ill; St. Louis, Mo.** TRAILER INTERCHANGE: At all company terminals. TARIFFS: NMFC ATA Explosives & Dangerous Articles C&SMFTA CMFACSMFB ECMCA MWMFB MVMFB PITB RMMTB SMCRC SWMFB. HIGHWAY EQUIPMENT: Tractors about 166; Trailers about 170.

Cooper-Jarrett, Inc.



(RRCC) 2113 W 73rd St, Chicago 36, Ill. INS: $2,000,000 pv. G. D. Cooper, pres. INTER: Ill, Conn, Ind, Maryland, Mo, NJ, NY, Ohio, Pa. TERMINALS: **Alliance, Ohio; Baltimore, Md; Chicago, Ill; Cincinnati, Cleveland, Columbus, Ohio; Jersey City, NJ; Kansas City, Mo; Metuchen, NJ; New York City; Pittsburgh, Pa; Philadelphia, Pa; Toledo, Ohio; Uniontown, Pa; Wallingford, Conn; Zanesville, Ohio.** TERMINAL INTERCHANGE: Chicago, Ill; Jersey City, NJ; Kansas City, Mo; Philadelphia, Pa; Metuchen, NJ; Wallingford, Conn. TARIFFS: NMFC CSMFB ECMCA MWMFB RMMTB. HIGHWAY EQUIPMENT: Tractors about 474; Trailers about 687.

Eastern Express, Inc.

(RRCC) 1450 Wabash Ave, Terre Haute, Ind. Ph: L-6121. INS: $3,000,000 per single catastrophe. William G. Mitchell, dir sls. INTER: Conn, Ill, Ind, Md, Mass, Mo, NJ, NY, Ohio, Pa, RI. TERMINALS: **Baltimore, Md**—2000 Hammonds Ferry Rd; **Chicago, Ill**—7526 State Rd, Bedford Pk; **Cincinnati, Ohio**—11101 Mosteller Rd (Sharonville); **Cleveland, Ohio**—941 Clark Ave; **Indianapolis, Ind**—3915 W Morris St; **Metuchen, NJ**—Route US 1, Box 327; **New York City, NY**—455 W 16th St; **Philadelphia, Pa**—4201 Tacony St; **Pittsburgh, Pa**—PO Box 7 (Leetsdale); **St. Louis, Mo**—8888 Hall St. TRAILER INTERCHANGE: All terminals and with all carriers who are party to standard ATA interchange agreement. TARIFFS: NMFC CMFC ECMCA CSMFB RMMFB MAC NEMRB MWMFB SMCRC. HIGHWAY EQUIPMENT: Tractors 508; Trailers 1220. Transports containers which can be detached from trailer chassis and transferred to other vehicles. Service is provided only when shipper owns the containers and they can be carried on standard flatbed trailers. Shipper is responsible for placing container on trailer. Thru trailer service with all carriers party to ATA Trailer Interchange Agreement.

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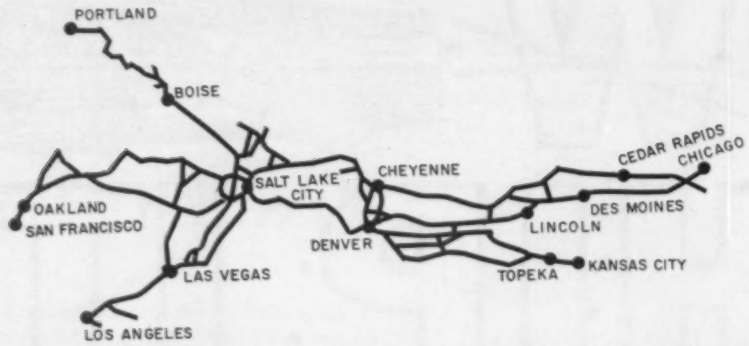
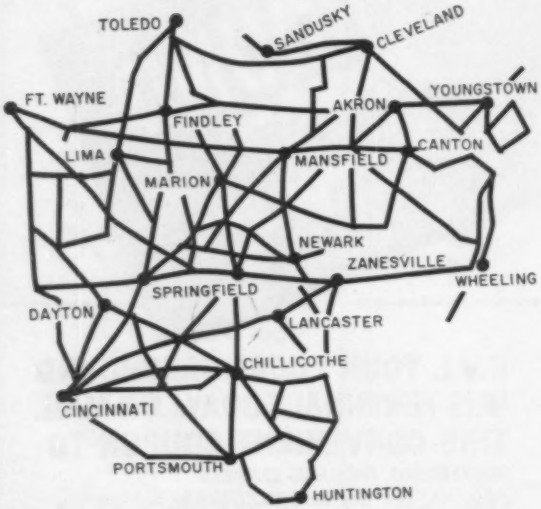
Interstate Motor Lines, Inc.



(RRCC GC) 235 W 3rd St, Lalt Lake City, Utah. Ph: DA 8-0121. C. E. StJeor, gsm. INTER: Calif, Colo, Idaho, Ill, Iowa, Kans, Mo, Nebr, Nev, Ore, Utah, Wyo. INTRA: Calif, Idaho, Nev, Ore. TERMINALS: **Boise, Idaho**—1004 Royal Blvd; **Chicago, Ill**—3800 S Cicero Ave; **Denver, Colo**—2100 31st St; **Las Vegas, Nev**—2236 N Las Vegas Blvd; **Los Angeles, Calif**—2300 E 7th St; **Oakland, Calif**—760 Ferry St; **Portland, Ore**—1947 NW Savier St; **Salt Lake City, Utah**—235 W 3rd S St. TRAILER INTERCHANGE: Boise, Idaho; Chicago, Ill; Denver, Colo; Kansas City, Mo; Los Angeles, Calif; Oakland, Calif; Portland, Ore. (Interchange with all common carriers party to tariff.) TARIFFS: NMFC A-5 MWMFTB RMMTB PITB IFCC SMCRC SWMFB. HIGHWAY EQUIPMENT: Tractors 183; Trailers 410. Transports van bodies (containers) which can be detached from trailer chassis and transferred to other vehicles. This is an experimental operation used on important traffic furnished by steamship company. Crane and fork lift are used and one bill-of-lading for door-to-door service is provided. Trailers carrying containers are interchanged with other motor common carriers.

Commercial Motor Freight, Inc.



(RRCC) 525 Cleveland Ave, Columbus 3, Ohio. Ph: CA 1-2200. John A. Barta, asst vp-oper; H. J. Hans, sls dir. INTER: Ind, Ky, Ohio, Pa, WVa. INTRA: Ohio. TERMINALS: **Akron, Ohio**—1192 Kelly Ave; **Cincinnati, Ohio**—949 Laidlaw Ave; **Cleveland, Ohio**—13813 Brookpark Rd; **Columbus, Ohio**—525 Cleveland Ave; **Dayton, Ohio**—801 S Perry St; **Ft. Wayne, Ind**—Lincoln Highway East; **Lima, Ohio**—1590 Findlay Rd; **Mansfield, Ohio**—591 Park Ave E; **Toledo, Ohio**—385 S Erie St; **Wheeling, WVa**—41st & Water Sts. TRAILER INTERCHANGE: All company terminals. TARIFFS: NMFC OMFTC CSMFB MWMFB RMMTB ECMCA MATB C&SMFTA NFTB SMCRC. HIGHWAY EQUIPMENT: Tractors 249; Trailers 702.

The Adley Express Co.

(RCC GC) 216 Crown St., New Haven 8, Conn. Ph: ST 7-0261. Martin W. Dunne, vp sls; John P. McGrath, dir sls. INTER: Conn, Del, DC, Me, Md, Mass, NH, NJ, NY, Pa, RI, Vt, Va, and Quebec, Can. TERMINALS: **Montreal, PQ; Stanhope, PQ; Berlin, NH; Portland, Me; Lawrence, Boston, Worcester, Springfield, Mass; Providence, RI; New London, Hartford, New Haven, Bridgeport, Stamford, Conn; New York City; Newark, New Brunswick, Trenton, NJ; Philadelphia; Wilmington, Del; Baltimore, Md; Washington, DC; Richmond and Norfolk, Va.** TRAILER INTERCHANGES: Carlstadt, NJ; Richmond, Va; Wilmington, Del. TARIFFS: NMCF A-4 & 15, CMFC 10 (NEMRB), MAC, NEMRB, SMCRC (Class & Commodity Rate Tariffs). HIGHWAY EQUIPMENT: Tractors 298; Trailers 661.

Jones Truck Lines, Inc.

(RRCC IRCC GC) 610 E Emma Ave, Springdale, Ark. Ph: PL 1-4806. INS: $1,000,000 pv; $1,000,000 pt. B. J. Wiseman, vp-sls & traf; G. H. Tweedy, exec vp. INTER: Ark, Ill, Ind, Kans, Miss, Mo, Okla, Tenn, Tex. INTRA: Ark, Ill, Mo, Okla. TERMINALS: **Chicago, Ill**—2131 S Throop St; **Dallas, Tex**—6102 Maple Ave; **Kansas City, Mo**—1330 W 8th St; **Little Rock, Ark**—822 E 6th St; **Memphis, Tenn**—253 Pioneer Place; **Oklahoma City, Okla**—927 E Reno Ave; **Springdale, Ark**—514 E Emma Ave; **St. Louis, Mo**—5601 Hall St; **Tulsa, Okla**—408 N Detroit; **Wichita, Kans**—1407 S Walnut. TRAILER INTERCHANGE: Chicago, Ill; Dallas, Tex; Ft Smith, Ark; Jonesboro, Ark; Joplin, Mo; Kansas City, Mo; Kennett, Mo; Little Rock, Ark; Memphis, Tenn; Muskogee, Okla; St. Louis, Mo; Springdale, Ark; Tulsa, Okla; Wichita, Kans. (Interchange with all carriers who are members of National Motor Equipment Interchange Committee Schedule No. 2.) TARIFFS: NMFC A-4 & 15 ATA Explosives & Dangerous Articles C&SMFTA ECMCA IIIIMCR&TB MVMFB RMMTB SMCRC SWMFB Ind. HIGHWAY EQUIPMENT: Tractors 241; Trailers 406.

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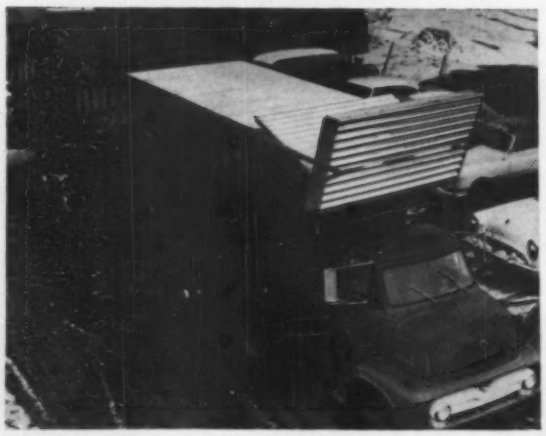
Mason & Dixon Lines, Inc.

(RRCC IRCC) Box 969, Kingsport, Tenn. INS: $1,000,000 per unit. J. R. King, vp. INTER: DC, Del, Ga, Md, NJ, NY, NC, Pa, SC, Tenn, Va. INTRA: Ga, Tenn. TERMINALS: **Atlanta, Ga; Baltimore, Md; Birmingham, Ala; Chattanooga, Tenn; Dalton, Ga; Memphis, Tenn; Nashville, Tenn; New York, NY; Philadelphia, Pa; Secaucus, NJ.** TERMINAL INTERCHANGE: At all terminals listed. TARIFFS: NMFC ATA Explosives & Dangerous Articles C&SMFTA ECMCA MAC SMCRC. Transports containers which can be detached from trailer chassis and transferred to other vehicles. This is an experimental operation in which the containers are provided FOR the shippers. Carrier places container on trailer (Flexi-Van).

Self-Contained Roof



A sliding roof that opens and closes with 10 lb pressure will meet the needs of many manufacturers and shippers using rail cars and trailers. It is a self-contained roof that takes about two minutes to open or close. If a panel is damaged it can be fixed without replacing the whole roof. Manufactured by Railroad Supply and Equipment, Inc., these self-contained sliding roofs can be installed on existing boxcars, trailers, or on new cars

An alphabetical index of the motor carriers listed in this section will be found on page 55. Tariff abbreviations used in this section are listed on page 54.

Hemingway Brothers Interstate Trucking Co. & Brooks Transportation Co. (Subsidiary)

(RRCC IRCC GC SC) 438 Dartmouth St., New Bedford, Mass. Ph: WY 6-5671. INS: $150,000 pv; $1,000,000 pt. Richard C. Horton, vp sls; Eric Marsden, asst to vp. INTER: Maine, Mass, NH, RI, Conn, NY, NJ, Pa, Del, Md, DC, Va, NC. INTRA: Mass, RI, Va. TERMINALS: **Boston, Mass,** 32 Chesterton St; **Worcester, Mass,** Rt. 20 SW cut-off; **Providence, RI,** Allens Ave & Ernest St; **New York City,** 149-169 Leroy St; **Paramus, NJ,** Rt 17; **Philadelphia,** 4040 Whitaker Ave; **Baltimore,** 4600 Gough St; **Richmond, Va,** 1301 N Blvd; **Roanoke, Va,** 3313 Whiteside St, NE; **Charlotte,** 1100 S. Clarkson St. TRAILER INTERCHANGE: Charlotte, Richmond, Roanoke, Baltimore, Philadelphia, Portland, Paramus, New York, Boston, Worcester, Lawrence, Bangor. TARIFFS: NEMRB, MAC, ECMCA, SMCRC, NYMCC. 501 tractors, 840 trailers. Transports containers which can be detached from trailer chassis and transferred to other vehicles. It is an experimental operation in which the shipper owns the containers and they can be carried on standard flatbed trailers. Shipper places container via crane, fork lift. There is one bill-of-lading for door-to-door service.

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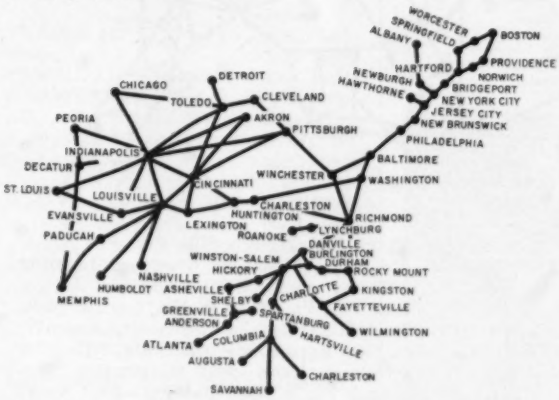
McLean Trucking Co. Including Hays Freight Lines, Inc.



(RRCC IRCC) P.O. Box 213, Winston-Salem, N. C. Ph: PA 4-6341. B. L. Frazier, vp traffic; C. H. Wells, Jr., vp operations. INTER: McLean—Conn, Del, DC, Ga, Ill, Ind, Ky, Md, Mass, NJ, NY, NC, Ohio, Pa, RI, SC, Va, WVa. Hayes—Ark, DC, Ill, Ind, Ia, Ky, La, Md, Mich, Miss, Mo, Ohio, Pa, Tenn, Va, WVa. INTRA: McLean—NC; Hayes—Ky. TERMINALS: McLean—**Albany, NY,** Box 5031; **Anderson, SC,** E Shockley Ferry Rd; **Asheville, NC,** Box 5080, Biltmore Station; **Atlanta, Ga,** 736 Memorial Drive; **Augusta, Ga,** 2502 Deans Bridge Rd; **Boston, Mass,** 336 Mystic Ave; **Bridgeport, Conn,** 1410 Honeyspot Rd Ext; **Burlington, NC,** Box 637; **Charleston, SC,** Box 6068 Myers, SC; **Charleston, WVa,** 1600 E DuPont Ave, Belle, WVa; **Charlotte, NC,** 3606 N Graham St; **Columbia, SC,** Box 545, W Columbia; **Danville, Va,** Box 1094; **Durham, NC,** Box 8095, N Durham Station; **Fayetteville, NC,** Box 1081; **Greenville, SC,** Drawer N Branwood Station; **Hartford, Conn,** Box 88, Plainville; **Hartsville, SC,** Box 787; **Hawthorne, NJ,** 111 Wagaraw Rd; **Hickory, NC,** Box 2206; **Huntington, WVa,** 1509 W 5th Ave; **Jersey City,** Hackensack Ave at 2nd St, South Kearney; **Kinston, NC,** Box 1005 Parkview Station; **Lynchburg, Va,** Box 4068 Fort Hill Station; **New Brunswick, NJ,** Box 469; **Newburgh, NY,** 18-20 Little Britain Rd; **New York City,** 325 Spring St; **Norwich, Conn,** Box 43; **Philadelphia, Pa,** 2520 Castor Ave; **Providence, RI,** 100 Dunn St E Providence; **Roanoke, Va,** Box 5157; **Rocky Mount, NC,** Box 1141; **Savannah, Ga;** **Shelby, NC,** Box 1347; **Spartanburg, SC,** Box 846; **Springfield, Mass,** Box NR 215 Brightwood Station; **Wilmington, NC,** 2100 Burnett Blvd; **Winston-Salem, NC,** Box 213; **Worcester, Mass,** 155 Hartford Pike, **Shrewsbury, Mass.** Hayes—**Akron, Ohio,** 970 Washington St; **Cleveland, Ohio,** 7603 Clinton Rd; **Decatur, Ill,** 1043 E Arlington Ave; **Detroit, Mich,** 3901 Lonyo Rd; **Evansville, Ind,** 801 N Wabash Ave; **Humbolt, Tenn,** Gibson Highway; **Memphis, Tenn,** 746 Firestone Blvd; **Nashville, Tenn,** 101 Terminal Court; **Paducah, Ky,** Box 254; **Peoria, Ill,** 2221 S Washington St; **Pittsburgh, Pa,** Box 32 McKees Rocks; **St. Louis, Mo,** 1811 N Broadway; **Toledo, Ohio,** Box 3597 Station D; **Winchester, Va,** Box 812. Joint Terminals — **Baltimore, Md,** 1601 S Caton Ave; **Chicago, Ill,** 2401 S Paulina St; **Cincinnati, Ohio,** 4291 Spring Grove Ave; **Indianapolis, Ind,** 1905 S Belmont Ave; **Lexington, Ky,** 1125 Winchester Pike; **Louisville, Ky,** 1600 Northwestern Parkway; **Richmond, Va,** 5436 Jefferson Davis Highway; **Washington, DC,** 2421 Kenilworth Ave. McLean and Hayes: 989 tractors; 1860 trailers.

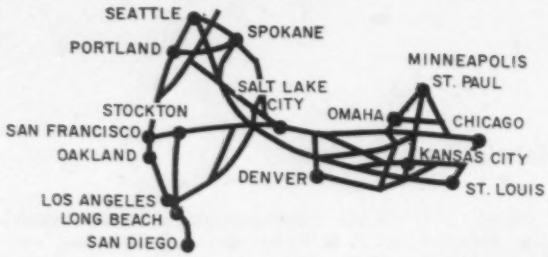
Helm's Express, Inc.

(RRCC) P.O. Box 268, Pittsburgh 30, Pa. Ph: BR 1-4300. INS: $500,000 pv; F. J. Ryan, vp-sls; J. Kilkenny, sm-Eastern. INTER: Conn, Mass, NJ, NY, Ohio, Pa, WVa. INTRA: Ohio. TERMINALS: (All Refrigerated) **Akron-Canton, Ohio**—3449 Greensburg Rd, Canton 20; **Camden, NJ**—165 E State St; **Cincinnati, Ohio**—260 N Bend Rd; **Cleveland, Ohio**—5110 Praha Ave; **Columbus, Ohio**—2341 Lockbourne Rd; **Dayton, Ohio**—1771 Stanley Ave; **Harrisburg, Pa**—Chambers Hill Rd; **Moonachie, NJ**—115 Moonachie Ave; **New York, NY**—450 W 38th St; **Pittsburgh, Pa**—PO Box 268; **Reading, Pa**— 523 W Oley St; **Wallingford, Conn** — PO Box 59; **Clarksburg, WVa** — Route 50 E; **Charleston, WVa**—3515 7th St; **Parkersburg, WVa**—415 37th St; **Baltimore, Md,** 300 S. Crescent St; **Washington, DC,** 1842 Bladensburg Rd; **Hagerstown, Md,** Route 6 Middleburg Pike; **Richmond, Va,** 200 W. Lehigh St. TRAILER INTERCHANGE: All company terminals. TARIFFS: NMFC NFTB MAC ECMCA SMCRC MWMRB NEMTB. HIGHWAY EQUIPMENT: Tractors 162; Trailers 379. Transports containers which can be detached from trailer chassis and transferred to other vehicles. This is an experimental operation in which containers are provided for the use of shippers and in which the shipper is responsible for placing the container on trailer via crane. One bill-of-lading door-to-door service is provided with Flying Tiger, Union Barge Line, Sea-Land Service.

Navajo Freight Lines, Inc.

(RRCC) 1205 S Platte River Drive, Denver 23, Colo. O. K. Hargraves, dir/sls. (Also managing General Expressways, Inc., Brooks Truck Lines, Inc., San Leandro Freight Lines: included on map.) INS: $5,000,000 pv; $5,000,000 pt. Ph: SH 4-1892. INTER: Navajo Freight Lines, Inc—Ariz, Calif, Colo, Ill, Ind, Ia, Kans, Mo, Neb, Nev, NM, Okla, Tex, Utah; Managing General Expressways, Inc—Conn, Del, DC Ill, Ind, Ia Ky, Md, Mass, Mich, Minn, Mo; NJ, NY, Ohio, Pa, RI, Wis; Managing San Leandro Freight Lines, Inc — Calif; Managing Brooks Truck Lines, Inc—Kans, Mo. INTRA: Navajo Freight Lines—Ariz, Colo, Ind, Kan, Nev, NM, Okla, Tex; Managing General Expressways—Conn, Ill, Ind, Mass, NY; Managing San Leandro Freight Lines—Calif; Managing Brooks Truck Lines — Mo. TERMINALS: **Albuquerque, NM; Chicago; Cleveland; Denver; El Paso; Kansas City, Mo; Los Angeles; North Bergen, NJ; Oakland, Calif; St. Louis, Mo.** TARIFFS: Navajo Freight Lines — ATA, AMTB, AMTA, C&SMFTA, CSMFB, ColMCA, ECMCA, IndMR&TB, IFCC, MWMFB, PITB, RMMTB, SMCRC, CFC, NMFC. 529 tractors, 1323 trailers.

Pacific Intermountain Express



(RRCC IRCC) P-I-E Bldg, 14th & Clay Sts, Oakland 4, Calif. Ph: GL 2-1616. A. S. Glikbarg, pres; O. M. Collett, exec vp. INTER: Calif, Colo, Idaho, Ill, Ind, Ia, Kan, Minn, Mo, Mont, Neb, Nev. Ore, Utah, Wash, Wyo. INTRA: Calif, Idaho, Ia, Neb, Wash. TERMINALS: **Emeryville, Fresno, Long Beach, Los Angeles, Oakland, Pomona, Sacramento, San Francisco, San Diego, San Jose, Stockton, Calif; Colorado Springs, Denver, Colo; Boise, Burley, Idaho Falls, Pocatello, Twin Falls, Idaho; Chicago; Cedar Rapids, Fort Dodge, Sioux City, Iowa; Topeka, Wichita, Kans; St. Paul-Minneapolis, Minn; Kansas City, St. Joseph, St. Louis, Mo; Missoula, Mont; Lincoln, North Platt, Omaha, Scottsbluff, Neb; Las Vegas, Reno, Nev; Eugene, Portland, Salem, Ore; Ogden, Salt Lake City, Utah; Moses Lake, Pasco, Seattle, Spokane, Tacoma, Wenatchee, Yakima, Wash; Rawlins, Wyo.** TARIFFS: ATA, CALIF PUC, CSMFB, ECMCA, HGCB, IMTB, IFCC, PCTB, PITB, PCTB, PITB, PSWFTB, RMMTB, SWMFB, SMCRC, TTOTB, WPSC, WMTB. 877 tractors; 1740 trailers.

Hoover Motor Express Co., Inc.

(RRCC) Polk Ave, Nashville, Tenn. S. W. Barton, vp.

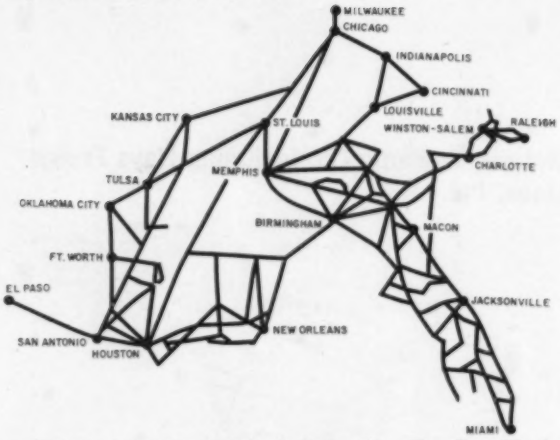
Huber & Huber Motor Express, Inc.

(RRCC) 970 S 8th St, Louisville, Ky. INS: $50,000/$100,000. E. W. Huber, pres. INTER: Ga, Ill, Ind, Ky, Tenn. INTRA: Ky, Tenn. TERMINALS: **Atlanta, Ga; Chicago, Ill; Frankfort, Ky; Indianapolis, Ind; Knoxville, Tenn; Lexington, Ky; Louisville, Ky.** TRAILER INTERCHANGE: At all company terminals. TARIFFS: ATA Explosives & Dangerous Articles C&SMFTA CSMFB ECMCA MWMFB RMMTB SMCRC. HIGHWAY EQUIPMENT: About 875 units.

Rock Island Motor Transit Co.

(RRCC HG GC) 919 Walnut St., Des Moines, Ia. Ph: AT 8-2231. INS: $50,000 pv; $50/550,000 pt. F. J. Millett, gtm; J. A. Ripperger, asst gtm. INTER: Ill, Iowa, Kans, Neb, Ind, Minn, Mo. INTRA: Ark, Ill, Iowa, Kans, Neb. TERMINALS: **Cedar Rapids, Iowa**—4th St NE; **Chicago, Ill**—1159 S Wells St; **Davenport, Iowa**—505 Iowa St; **Des Moines, Iowa**—2726 SE Market St; **Kansas City, Kans**—5th & Scott Sts; **Omaha, Neb**—18th & Mason Sts; **Ottumwa, Iowa**—212 S Union; **St. Paul, Minn**—719 Prior Ave N; **Topeka, Kans**—1st & Van Buren; **Wichita, Kans**—728 E William St. TRAILER INTERCHANGE: At all company terminals and with members of National Motor Equipment Interchange Committee Schedule. TARIFFS: NMFC ATA Explosives & Dangerous Articles C&SMFA CSMFB ECMCA MWMFB RMMTB SMCRC SWMTB Ind. HIGHWAY EQUIPMENT: Tractors 325; Trailers 610.

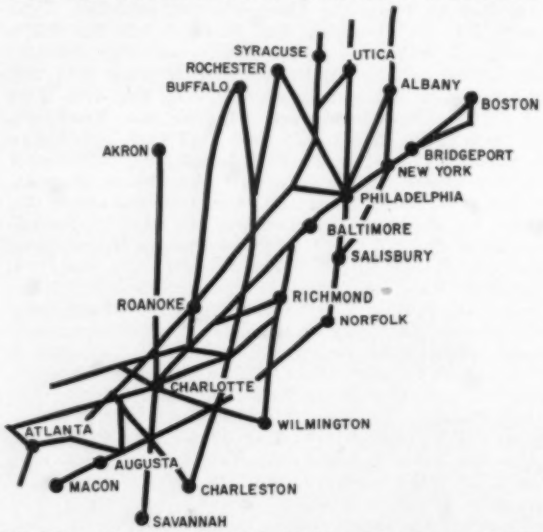
Ryder Truck Lines, Inc.



(IRCC) 2050 Kings Rd., Jacksonville, Fla. Ph: EL 3-3111. Tltp: JK 358. INS: $5,000,000 Combined Liability and Cargo. T. R. Cheney, gsm. INTER: Ala, Fla, Ga, La, Miss, NC, SC, Tenn, Tex, Va. INTRA: Fla, Ga, La, Miss, NC. TERMINALS: **Atlanta, Ga**—352 University Ave SW; **Birmingham, Ala**—1504 Appalachee; **Charlotte, NC**—3500 N Grand St; **Chattanooga, Tenn**—2912 Market St; **Houston, Tex**—400 Pinckney St; **Jacksonville, Fla**—2060 Kings Rd; **Memphis, Tenn**—633 East St; **Miami, Fla**—1625 NW 20th St; **New Orleans, La**—2200 Agriculture; **Tampa, Fla**—4004 E Columbus Dr. TRAILER INTERCHANGE: Will interchange trailers with all carriers with whom they interchange freight. TARIFFS: NMFC A-5 & 15 (intrastate only in NC) ATA Explosives & Dangerous Articles C&SMFTA ECMCA FIRB GMCRB MWMFB RMMTB SMCRC SWMFB LMFTB. HIGHWAY EQUIPMENT: Tractors 510; Trailers 1386.

Pilot Freight Carriers Inc.

(IRCC GC) N. Cherry St. at Polo Rd., Winston-Salem, NC. Ph: PA 2-3421. H. F. Brown, gen sls mgr; M. D. Foster, nat acct rep. INTER: Conn, Del, Ga, Md, Mass, NC, NJ, NY, Ohio, Pa, RI, SC, Va. INTRA: NC, SC. TERMINALS: **Albany, NY; Atlanta, Ga; Buffalo, NY; Charlotte, NC; Durham, NC; Greenville, SC; Moonachie,**



NJ (New York City); Philadelphia, Pa.; Syracuse, NY; Winston-Salem, NC. TRAILER INTERCHANGES: At all terminals. TARIFFS: NMFC A-5 & 15, SMCRC, C&SMFTA, MAC, NEMRB, NCMCA, MTRB of SC. HIGHWAY EQUIPMENT: Tractors 293: Trailers 490.

Super Service Motor Freight

(RRCC IRCC) Fesslers Lane, Nashville, Tenn. R. M. Crichton, pres. TERMINALS: **Baltimore, Md; Chattanooga, Tenn; Chicago, Ill; Decatur, Ala; Knoxville, Tenn; Nashville, Tenn; New York, NY; Rome, Ga; St. Louis, Mo; Sheffield, Ala; South Kearny, NJ; Philadelphia, York, Pa; Boston; Pawtucket, RI.** TARIFFS: NMFC ATA Explosives & Dangerous Articles C&SMCA ECMCA MAC RMMTB SMCRC CSMFG MWMFB AI.

Campbell Sixty-Six Express,

(RRCC GC) P. O. Box 807, 2333 East Trafficway, Springfield, Mo. Ph: Un 2-6622. Tltp: FBK. INS: $1,000,000 pv, $1,000,000 pt. J. A. Burrows, Jr., dir sls; S. J. Staley and W. C. England, sls supvs. INTER: Ala, Ark, Ill, Kans, La, Miss, Mo, Okla, Tenn. INTRA: Ark, Kans, Miss, Mo. TERMINALS: **Birmingham, Ala**—145 21st Ave W; **Chicago, Ill**—3756 S Cicero Ave; **Jackson, Miss**—1090 McDowell Rd; **Joplin, Mo**—417 E 12th St; **Kansas City, Mo**—3526 Nicholson Rd; **Little Rock, Ark**—700 N Palm; **Memphis, Tenn**—2325 Kentucky Ave; **New Orleans, La** — 1112 Dakin St; **St. Louis, Mo**—805 S 13th St; **Springfield, Mo**—2333 E Trafficway. TRAILER INTERCHANGE: All our 33 terminals. Member of the National Motor Equipment Interchange Committee. TARIFFS: NMFC ATA Explosives & Dangerous Articles C&SMFTA CSMFB ECMCA MWMFB RMMTB SMCRC SWMFB Ind. HIGHWAY EQUIPMENT: Tractors 345; Trailers 535.

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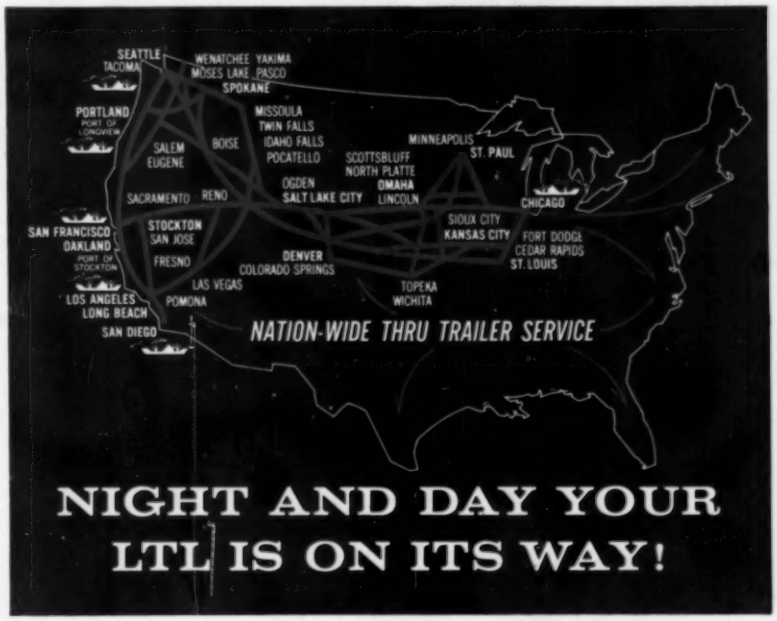

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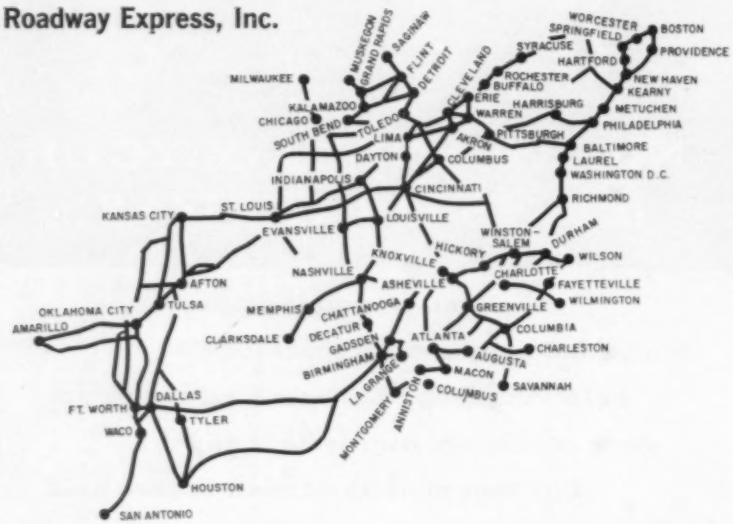
Spector Freight System, Inc.

(RRCC GC SC) 3100 S. Wolcott Ave, Chicago, Ill. Ph: FR 6-0330. INS: $2,000,000 pv; $2,000,000 pt. Roger Gerling, vp sls; Tom Kole, dir sls. INTER: DC, Ill, Ind, Iowa, Kans, Md, Mass, Minn, Mo, NH, NY, Ohio, Pa, RI, Va, Wis. TERMINALS: **Albany, NY; Baltimore, Md; Boston, Mass; Chicago, Ill; Cleveland, Ohio; Conn, Wis; Indianapolis, Ind; New York City, NY; Philadelphia, Pa; St. Louis, Mo; Topeka, Kans; Newark, NJ; Worcester, Mass.** TRAILER INTERCHANGE: At terminals listed. TARIFFS: NMFC ATA Explosives & Dangerous Articles CSMFB ECMCA MAC MWMFB NEMRB NFTB RMMTB SMCRC C&SMFT. HIGHWAY EQUIPMENT: Tractors 510; Trailers 1529. Transport containers which can be detached from trailer chassis and transferred to other vehicles. Containers provided FOR shippers, but shipper is responsible for placing container on trailer via crane, fork lift, straddle carrier. One bill-of-lading for door-to-door service is provided with other carriers. Interchange trailers carrying containers with all carriers; interchange containers without trailers with all carriers.

Hennis Freight Lines, Inc.

(RRCC IRCC) P.O. Box 612, Winston-Salem, N. C. INS: $3,000,000 pv; W. R. Moore, vp. INTER: Del, Ga, Ill, Ind, Md, Mich, NJ, NY, NC, Ohio, Pa, SC, Va. TERMINALS: **Akron, Ohio; Atlanta, Ga; Baltimore, Md; Charleston, SC; Charlotte, NC; Chicago, Ill; Cincinnati, Ohio; Detroit, Mich; Jersey City, NJ; Indianapolis, Ind; New York, NY; Philadelphia, Pa; Richmond, Va; Zanesville, Ohio.** TARIFFS: NMFC ATA Explosives & Dangerous Articles C&SMFTA ECMCA MAC SMCRC RMMFTB MCTA. HIGHWAY EQUIPMENT: Tractors about 450; Trailers about 700.

Roadway Express, Inc.



(RRCC GC) 147 Park St, P.O. Box 471, Akron 9, Ohio. Ph: JE 5-5111. J. R. Wilson, exec vp; W. F. Stiegele, vp traffic & sls. INTER: Ala, Conn, Del, DC, Ga, Ill, Ind, Kan, Ky, Md, Mass, Mich, Miss, Mo, NJ, NY, NC, Ohio, Okla, Pa, RI, SC, Tenn, Texas, Va, Wis. TERMINALS: **Afton, Okla; Akron, Ohio; Amarillo, Texas; Anniston, Ala; Asheville, NC; Atlanta, Ga; Augusta, Ga; Baltimore, Md; Birmingham, Ala; Boston, Mass; Buffalo, NY; Charleston, SC; Charlotte, NC; Chattanooga, Tenn; Chicago, Ill; Cincinnati, Ohio; Clarksdale, Miss; Cleveland, Ohio; Columbia, SC; Columbus, Ga; Columbus, Ohio; Dallas, Texas; Dayton, Ohio; Decatur, Ala; Detroit, Mich; Durham, NC; Erie, Pa; Evansville, Ind; Fayetteville, NC; Flint, Mich; Ft Worth, Texas; Gadsden, Ala; Grand Rapids, Mich; Greenville, SC; Harrisburg, Pa; Hartford, Conn; Hickory, NC; Houston, Texas; Indianapolis, Ind; Kalamazoo, Mich; Kansas City, Kan; Kearny, NJ; Knoxville, Tenn; LaGrange, Ga; Laural, Md; Lima, Ohio; Louisville, Ky; Macon, Ga; Memphis, Tenn; Metuchen, NJ; Milwaukee, Wis; Montgomery, Ala; Muskegon, Mich; Nashville, Tenn; New Haven, Conn; NYC; Oklahoma City, Okla; Philadelphia; Pittsburgh; Providence, RI; Richmond, Va; Rochester, NY; Saginaw, Mich; St. Louis, Mo; San Antonio, Texas; Savannah, Ga; South Bend, Ind; Springfield, Mass; Syracuse, NY; Toledo, Ohio; Tulsa, Okla; Tyler, Texas; Waco, Texas; Warren, Ohio; D.C.; Wilmington, NC; Wilson, NC; Winston-Salem, NC; Worcester, Mass.** TARIFFS: ATA C&SMFTA CSMFB ECMCA MAC MWMFB NFTB RMMTB SMCRC SWMTB. 1768 trucks; 2500 trailers.

East Texas Motor Freight

(RRCC) 623 N. Washington Ave, Dallas, Texas. INS: $5,000,000 pv, $5,000,000 per catastrophe. Marvin Blakeney, Jr., vp; J. K. Newbold, Jr., gtm. INTER: Ark, Ill, La, Mo, Tenn, Tex. INTRA: Ark, Ill, Mo, Tex. TERMINALS: **San Antonio, Houston, Port Arthur, Beaumont, Woodville, Lufkin, Henderson, Tyler, Kilgore, Longview, Marshall, Ft Worth, Dallas, Shreveport, Atlanta, Texarkana, Little Rock, Memphis, St Louis, Chicago.** TRAILER INTERCHANGE: at all terminals listed. TARIFFS: NMFC, ATA, C&SMFTA, CSMFB, CCMFA, ECMCA, MWMFB, MVMFB, RMMTB, SMCRC, SWMFB.

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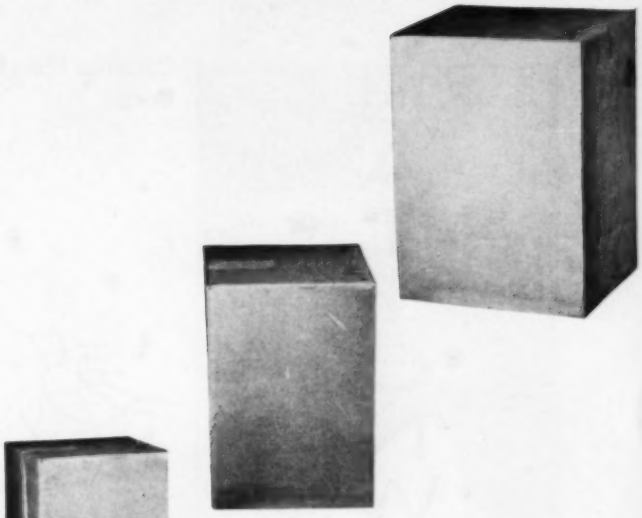

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Carolina Freight Carriers Corp.

(RRCC IRCC) P. O. Box 697; Cherryville, N. C. INS: $1,000,000 pv; $4,000,000 per catastrophe. J. L. Fraley, exec-vp. TERMINALS: **Atlanta, Ga; Boston, Mass; Charlotte, NC; Jacksonville, Fla; Carlstadt, NJ; Miami, Fla; New York, NY; Brooklyn, NY; Philadelphia, Pa; Worcester, Mass.** TRAILER INTERCHANGE: At all company terminals. TARIFFS: NMFC ATA Explosives & Dangerous Articles C&SMFTA SMCRC. HIGHWAY EQUIPMENT: Tractors about 375; Trailers about 550.

Viking Freight Co.

(RRCC) 614 S 6th St, St Louis 2, Mo. Ph: GA 1-1288. INS: $2,000,000 pv; $2,000,000 pt. E. P. Kohne, vp-gen sls mgr; W. L. Green, asst gen sls mgr. INTER: Ark, Ill, Ind, Ky, La, Miss, Mo, Ohio, Okla, Tenn, Texas. INTRA: Ill, Mass, Tenn. TERMINALS: **St. Louis, Mo; Chicago, Ill; Memphis, Tenn; New Orleans, La; Dayton, Ohio; Indianapolis, Ind; Dallas, Texas; Jackson, Miss; Tulsa, Okla; Oklahoma City, Okla.** INTERCHANGE: at all terminal points. TARIFFS: NMFC, ATA, C&SMFTA, CSMFB, ECMCA, IIMCRTB, MWMFB, MVMFB, RMMTB, SIRB, SMCRC, SWMFB. 200 tractors; 509 trailers.

T. I. M. E. Freight, Inc.

(RRCC GC) Box 1120, Lubbock, Tex. Ph: PO 3-8251. INS: $3,000,000 pv; $3,000,000 pt. G. C. Miller, dir sls & traf; Robert J. Feskens, gsm. INTER: Ariz, Ark, Calif, Ga, Ill, Ind, Kans, Ky, Mo, NM, Ohio, Okla, Tenn, Tex. TERMINALS: **Atlanta, Ga**—2621 Moreland Ave SE; **Cincinnati, Ohio**—240 W North Bend; **El Paso, Tex**—4751 Duranzo; **Kansas City, Mo**—1718 Lydia Ave; **Los Angeles, Calif**—1225 W Washington (Montebello); **Memphis, Tenn**—1046 Arkansas St; **Nashville, Tenn**—Hill-Blanton Ave; **Oklahoma City, Okla**—1315 E Reno; **Phoenix, Ariz**—700 N 17th St; **St. Louis, Mo**—5801 Hall St. TRAILER INTERCHANGE: Atlanta, Ga; Cincinnati, Ohio; El Paso, Tex; Evansville, Ind; Hobbs, Tex; Kansas City, Mo; Little Rock, Ark; Los Angeles, Calif; Lubbock, Tex; Memphis, Tenn; Nashville, Tenn; Oklahoma City, Okla; Phoenix, Ariz; St. Louis, Mo; Springfield, Mo; Tucson, Ariz; Tulsa, Okla. (No restrictions at any gateway-interchange w/all carriers.) TARIFFS: NMFC IFCC AMTB RMMTB SWMFB SMCRC ECMCA MDMFB C&SMFA Ind. HIGHWAY EQUIPMENT: Tractors 208; Trailers 507.

Southern California Freight Lines, Inc.

(RRCC IRCC) 2800 W. Bayshore Rd, Palo Alto, Calif. INS: $2,000,000 pv. INTER: Calif. INTRA: Calif. TERMINALS: **Los Angeles, Calif; Oakland, San Diego, Colton, Fresno, Calexico, Santa Ana, Calif; Sacramento, Calif; San Francisco, Calif; San Jose, Calif.** TRAILER INTERCHANGE: All terminals listed. TARIFFS: NMFC WC ATA Explosives & Dangerous Articles IFCC PCTB PITB PSCFTB PSWFTB RMMTB SWMTB WMTB. HIGHWAY EQUIPMENT: Tractors about 247; Trailers about 360.

Transcon Lines

(RRCC) 1206 S Maple Ave, Los Angeles 15, Calif. Ph: RI 9-4260. R. E. Flanegin, gsm; Herb Reynolds, stations mgr. TERMINALS: **Atlanta, Ga; Birmingham, Ala; Chicago; Dallas; Kansas City, Mo; Pico Rivera, Calif; Memphis, Tenn; Oakland, Calif; Oklahoma City; St. Louis, Mo; Wichita, Kan.** TARIFFS: NMFC, ATA, AlaTA, C&SMFTA, IFCC, MWMFB, PCTB, PITB, RMMTB, SMCRC, SWMTB.

Terminal Transport Co., Inc.

(RRCC IRCC GC) 180 Harriet St., SE, Atlanta 15, Ga. Ph: JA 3-7501. INS: $1,000,000 pv; $1,000,000 pt. H. W. McNelley, Jr., vp-sls. INTER: Ala, Fla, Ga, Ill, Ind, Ky. TERMINALS: **Atlanta, Ga**—180 Harriet St SE; **Birmingham, Ala**—3501 5th Ave N; **Chicago, Ill**—5504 W 47th St; **Indianapolis, Ind**—3340 Shelby St; **Jacksonville, Fla**—2175 Commonwealth St; **Louisville, Ky**—520 Marret St; **Macon, Ga**—Guy Payne Rd; **Miami, Fla**—2055 NW 3rd Ave; **Orlando, Fla**—1115 Sligh Blvd; **Tampa, Fla**—114 Meridian Ave; **Venice, Fla—U. S. 41, South PO Box 1574.** TRAILER INTERCHANGE: Atlanta, Ga; Birmingham, Ala; Chicago, Ill; Indianapolis, Ind; Jacksonville, Fla; Louisville, Ky; Miami, Fla; Tampa, Fla. TARIFFS: NFMC C&SMFA ECMCA RMMTB SMCRC CSMFB MWMFB Ind. HIGHWAY EQUIPMENT: Tractors 306; Trailers 502.

Santa Fe Trail Transportation Co.

(RRCC GC) 433 E. Waterman St., Wichita, Kans. Ph: HO 4-3306. R. K. Anderson, sm; E. C. Darymple, asst sm. INTER: Ark, Colo, Kans, Mo, Nebr, NM, Okla. INTRA: Colo, Kans, Mo, Nebr, NM, Texas, Okla. TERMINALS: **Albuquerque, NM** — 314 First SW; **Dallas, Tex** — 1000 Young St; **Denver, Colo**—713 23rd St; **Fort Worth, Tex** —13th & Jones St; **Houston, Tex**—6002 Esperson; **Kansas City, Mo**—1401 W 14th St; **Oklahoma City, Okla**—320 S Santa Fe; **Omaha, Nebr**—2201 Cuming; **Tulsa, Okla**—400 E First; **Wichita, Kans**—204 S St Francis. TRAILER INTERCHANGE: Interchange with all members of National Motor Equipment Interchange Committee. TARIFFS: NMFC ATA Explosives & Dangerous Articles AMTB ColMCA ECMCA IFTB MWMFB RMMTB SMCRC SWMFB. HIGHWAY EQUIPMENT: Tractors 694; Trailers 555.

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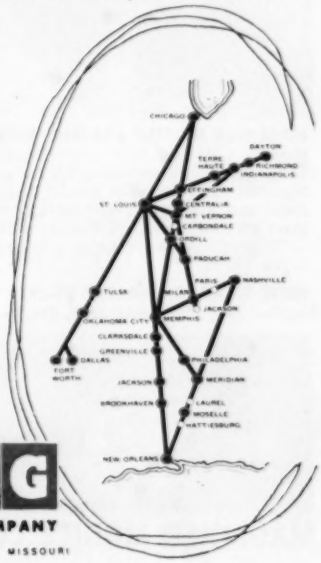

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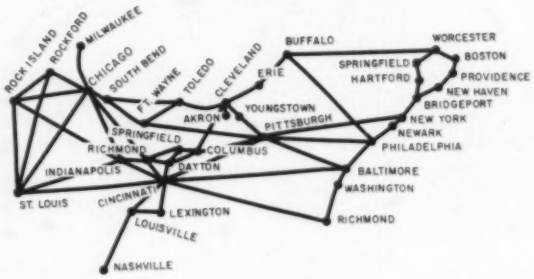
Watson Transportation Co., Inc.

(RRCC GC) 1910 Harney, Omaha, Neb. Ph: 341-3456. H. Roy Kersbergen, vp sls; Donald Ducey, asst vp sls. INTER: Ariz, Calif, Colo, Ill, Ia, Kan, Mo, Neb, NM, Wyo, Minn, Okla. INTRA: Calif, Colo, Kans, Mo, Neb. TERMINALS: **Chicago,** 1440 West 34th St; **Los Angeles,** 4415 Bandini Blvd; **San Leandro,** 601 Watson Ave; **Omaha,** 1523 S 24th St; **St. Louis, Mo,** 6700 N Broadway; **Kansas City,** 1526 W 9th St; **St. Paul, Minn,** 1907 Charles Ave; **Phoenix,** 1845 N 27th Ave; **Des Moines,** 1953 SE Market; **Denver,** 1740 W 13th Ave. TARIFFS: RMMTB MWMFB IFCC AMTB SWMTB ECMCA SMCRC. 884 tractors; 1384 trailers.

Wilson Freight Forwarding Co.

(Operators of Interstate Dispatch, Inc.) (RRCC) 3636 Follett Ave, Cincinnati 23, Ohio. Paul A. Selzer, vp & gm; Charles A. Logan, vp sls. INTER: Conn, Ky, Md, Mass, NJ, NY, Ohio, Ind, Wis, Ill, Ind, Tenn, Pa, RI, Va. INTRA: Ohio. TERMINALS: **Baltimore; Boston; Buffalo; Chicago; Cincinnati; Cleveland; Columbus; Dayton; Erie; Indianapolis; Lexington; Louisville; Milwaukee; Nashville; NYC; Philadelphia; Pittsburgh; Providence; Richmond, Va; Richmond, Ind; Rockford, Ill; Rock Island, Ill; St. Louis; Springfield, Mass; Stratford, Conn; Toledo; Worcester.** TRAILER INTERCHANGE: above terminals. TARIFFS: NMFC, CMF, ATA, C&SMFTA, CSFMB, ECMCA, MAC, MWMFB, NEMTB, NFTB, RMMTB, SMCRC. 450 tractors, 900 trailers.



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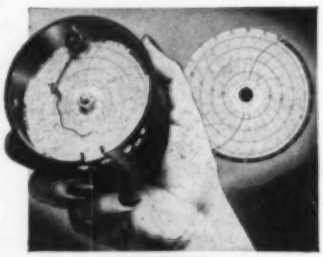

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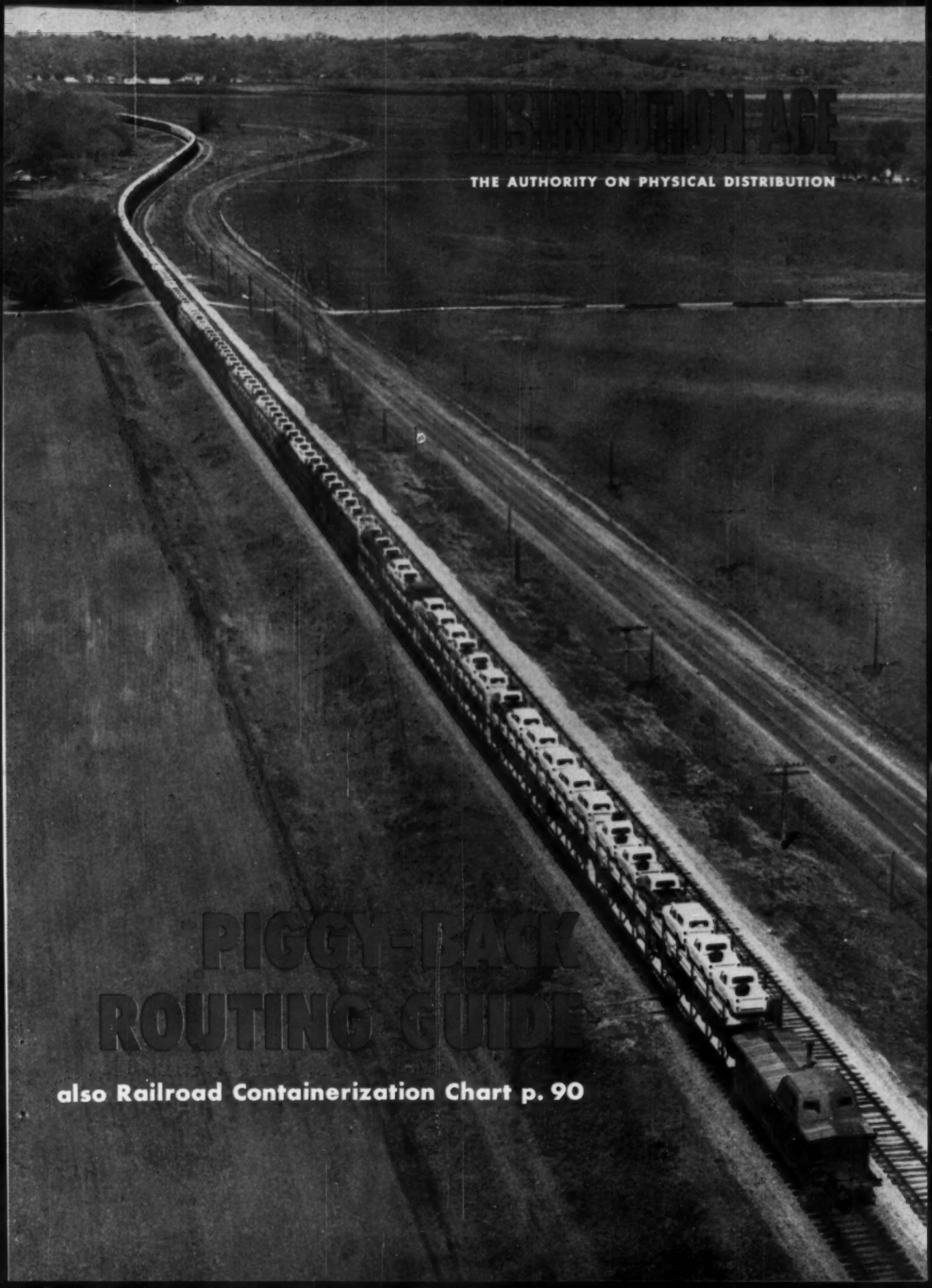
(RRCC IRCC) 176 La Fayette St., Nashville, Tenn. INS: $1,000,000 any one unit. E. G. Comer, pres. INTER: Ga, Ill, Ky, Mo, SC, Tenn. INTRA: Ga. TERMINALS: **Athens, Ga; Atlanta, Ga; Augusta, Ga; Charleston, SC; Chattanooga, Tenn; Chicago, Ill; Greenville, SC; Kansas City, Mo; Nashville, Tenn; Rome, Ga; St. Louis, Mo.** TRAILER INTERCHANGE: At all terminals listed. TARIFFS: NMFC ATA Explosives & Dangerous Articles C&SMFTA ECMCA GIT MWMFB RMMTB SMCRC. HIGHWAY EQUIPMENT: Tractors about 315; Trailers about 333.

Yellow Transit Freight Lines, Inc.

(RRCC GC SP) 92nd at State Line, Kansas City 14, Mo. Ph: Em 3-3344. INS: $5,000,000 pv or occurrence; $5,000,000 pt. D. D. Padgett, vp-operations. INTER: Ill, Ind, Kans, Ky, Mich, Mo, Ohio, Okla, Tex. INTRA: Ill, Kans, Mich, Mo. TERMINALS: **Abilene; Akron; Amarillo, Texas; Austin, Texas; Baxter Springs, Kan; Beaumont, Texas; Chicago; Cincinnati; Cleveland; Columbus; Dallas; Dayton; Detroit; Evansville; Ft. Worth; Houston; Huntington, Ind; Indianapolis; Kansas City; Louisville; Marshall, Mich; Mattoon, Ill; Oklahoma City; Peoria; Port Huron; San Antonio; Sherman-Denison, Texas; South Bend; Springfield, Mo; St. Louis; Toledo; Tulsa; Upper Sandusky, Ohio; Waco; Wichita; Wichita Falls, Texas.** TRAILER INTERCHANGE: Amarillo, Tex; Chicago, Ill; Cleveland, Ohio; Dallas, Tex; Kansas City, Mo; Louisville, Ky; St. Louis, Mo. TARIFFS: NMFC ATA Explosives & Dangerous Articles; C&SMFB ECMCA MIMTB MWMFB NFTB RMMTB SMCRC SWMFB. HIGHWAY EQUIPMENT: Tractors 587; Trailers 1089.

Yale Express System, Inc.

(RRCC GC) 460 12th Ave, New York, NY. Ph: OX 5-0700. INS: $2,000,000 pv; $2,000,000 pt. Robert H. Smith, vp traffic & sls; William Noble, eastern sls mgr. INTER: NY, NJ, Pa, Del, Md, Va, DC, Conn, RI, Mass, NH, Ohio, Ind, Ill, Mich, Wis, Minn, Mo, Kans, Ky, Tenn, La, Okla, Tex, Ia, ND, SD, Colo, Ark, Neb, Wyo. INTRA: NJ, NY. TERMINALS: **NYC,** 460 12th Ave; **North Bergen,** NJ, 2121 91st St; **Boston,** 30 W Howell St; **Philadelphia,** 4425 Rising Sun Ave; **Providence, RI,** Harborside Industrial Pk; **Baltimore,** 2300 Eskow Ave; **Chicago,** 5421 S Normal Blvd; **Detroit,** 2700 Central Ave; **Orange, Conn,** 181 Boston Post Rd; **St. Louis,** 1720 N 11th St. TRAILER INTERCHANGE: N Bergen, NJ, Burgmeyer Bros Inc; Philadelphia, Motor Freight Express; Baltimore, Colonial Mtr Lines; Nashua, NH, P. V. Adams; all other terminals. TARIFFS: NMF, CMFC, NEMRB, MAC, NYMCC. 320 tractors, 600 trailers.



DISTRIBUTION AGE

THE AUTHORITY ON PHYSICAL DISTRIBUTION

PIGGY-BACK ROUTING GUIDE

also Railroad Containerization Chart p. 90

LOCAL PROBLEM

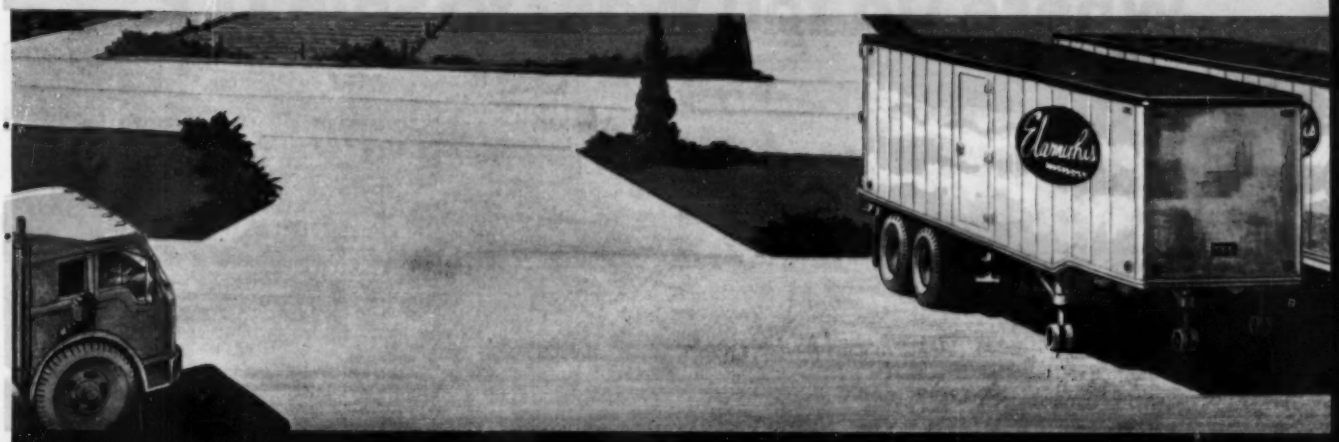
FAR-REACHING SOLUTION

MEMBERS TRAILER TRAIN PIGGYBACK SERVICE

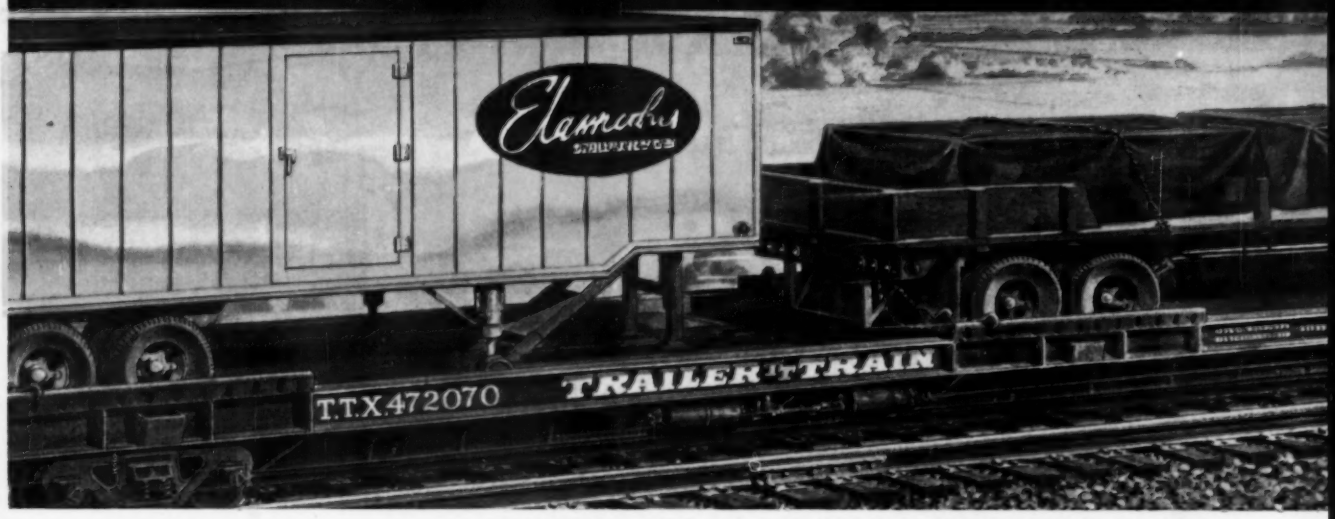
Atlantic Coast Line
Baltimore & Ohio
Boston & Maine
Burlington
Central of Georgia
Chesapeake & Ohio
Chicago Great Western
Chicago & North Western
Cotton Belt
D. T. & I.
Frisco
Great Northern
Gulf, Mobile & Ohio
Illinois Central
Kansas City Southern
Louisville & Nashville
Milwaukee Road
Missouri-Kansas-Texas
Missouri Pacific
Nickel Plate
Norfolk & Western
Northern Pacific
Pennsylvania
Reading
R. F. & P.
Santa Fe
Seaboard Air Line
Southern
Southern Pacific
T. P. & W.
Texas & Pacific
Union Pacific
United States Freight
Wabash
Western Pacific

All for one—and one for all!

—No Rails in Sight



—TRAILER TRAIN PIGGYBACK

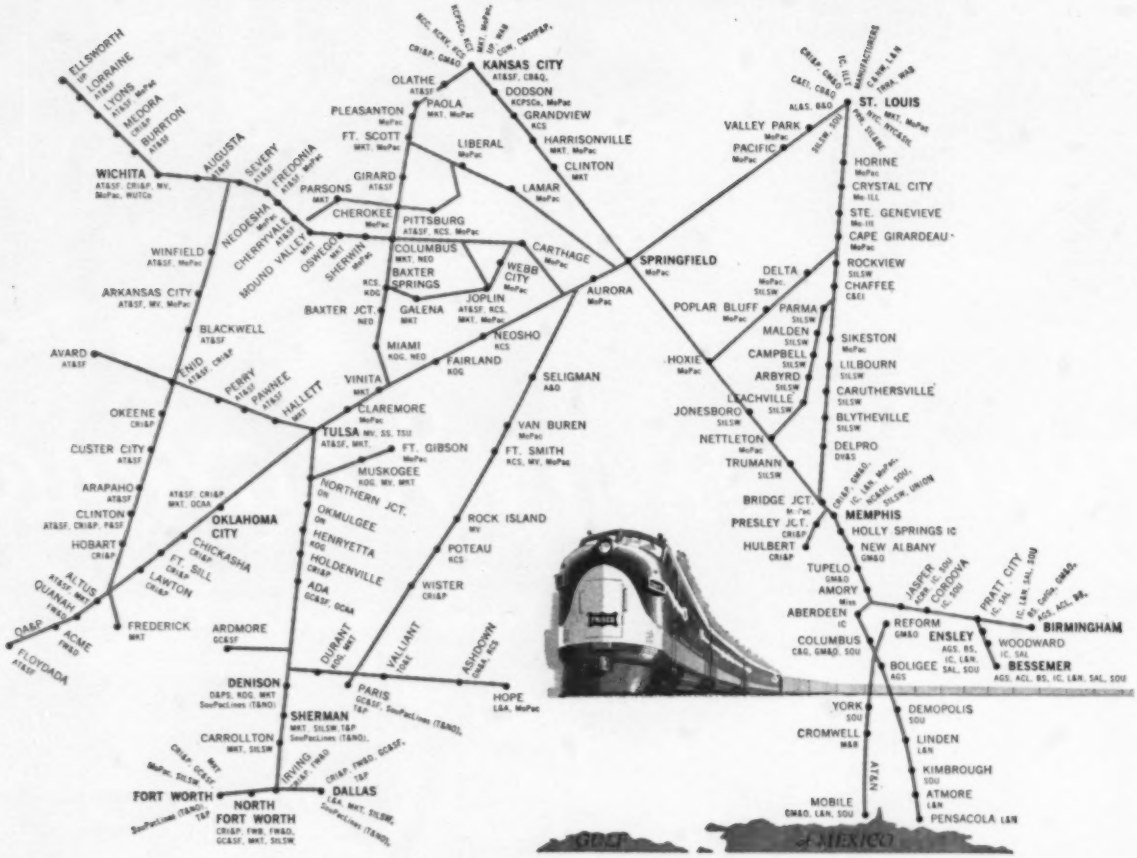


It's happening today ! Many companies with no rail sidings are taking full advantage of Trailer Train Piggyback's speed and economy. Trailer Train members offer shippers the best in transportation—the best of truck and train combined for efficient service border to border, coast to coast.

You should be using Trailer Train Piggyback. Find out why it is widely acclaimed by shippers. For complete information regarding piggyback and *your* shipping needs, call any of the member companies listed here.

6 Penn Center Plaza • Philadelphia 3, Pa.

Where Do You Want to Ship IT?



FRISCO's 145 interchange points with 64 railroads give you nationwide distribution in 278 directions!

"Via FRISCO" you can ship almost anywhere. For FRISCO's strategic, mid-continental position and multiplicity of connections give you just the right interchange point and route combination for fast, dependable rail service to and from most major markets throughout the country.

What's more, FRISCO's 5,000 miles of track affords you direct, one carrier, modern rail service to and from almost 1,000 points in 9 states, Southeast-Southwest.

Take advantage of the nationwide distribution possibilities available to you via FRISCO. Consult your FRISCO Sales Representative; offices in 64 principal cities.

SHIP IT ON THE FRISCO

5,000 MILES SERVING: MISSOURI • KANSAS • ARKANSAS • OKLAHOMA • TEXAS • TENNESSEE • MISSISSIPPI • ALABAMA • FLORIDA

Piggy-Back Routing Guide

Piggy-Back Service Guide

	Plan 1 (Motor Carrier Trailers)	Plan 2 (Rail Owned Trailers)	Plan 3 (Private Shipper Trailers)	Plan 4 (Shipper Trailers and Cars)	Plan 5 (Joint Rail-Truck Rates)	Tanks	Interline	REFRIGERATED SERVICE: Will Haul: Ice	Will Haul: Dry Ice	Will Haul: Mechanical	Will Ice Loads	Trailer Loads	Less Trailer Loads
Alabama, Tennessee & Northern	N	Y	Y	N	N	Y	Y	Y	Y	Y	Y	Y	Y
Arkansas & Louisiana, Missouri	Y	Y	N	Y	N	N	Y	Y	—	Y	Y	Y	N
Atchison, Topeka & Santa Fe	Y[1]	Y	Y	Y	Y[1]	Y	Y	—	Y	Y	Y	Y	N
Atlantic Coast Line	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	N
Baltimore & Ohio	N	Y	Y	Y	N	Y	Y	—	—	Y	Y	Y	N
Bangor & Aroostook	N	Y	Y	N	N	Y	Y	—	—	Y	N	Y	N
Bessemer & Lake Erie	N	Y	N	N	N	Y	Y	—	—	Y	N	Y	N
Boston & Maine	Y	Y	Y	Y	N	Y	Y	—	Y	Y	Y	Y	N
Canadian National	Y	Y	N	N	N	N	Y	—	—	Y	N	Y	Y
Canadian Pacific	Y	Y	Y	N	N	Y	Y	—	Y	Y	N	Y	Y
Central of Georgia	Y	Y	Y	N	Y[1]	N	Y	—	—	Y	N	Y	N
Chesapeake & Ohio	Y	Y	Y	N	N	N	Y	—	—	Y	Y	Y	N
Chicago, Burlington & Quincy	Y	Y	Y	Y	Y	Y	Y	—	—	Y	N	Y	Y
Chicago & Eastern Illinois	Y	Y	Y	Y	Y	Y	Y	—	Y	Y	N	Y	Y
Chicago Great Western	Y	Y[2]	—	N	N	N	Y	—	Y	Y	N	Y	N
Chicago, Milwaukee, St. Paul & Pacific	N	Y	Y	Y	Y	N	Y	—	Y	Y	Y	Y	N
Chicago & North Western	Y	Y	Y	Y	Y	Y	Y	—	Y	Y	Y	Y	N
Chicago, Rock Island & Pacific	Y	Y	Y	Y	Y	Y	Y	—	—	Y	N	Y	N
Clinch Field	N	N	Y	N	N	N	Y	N	N	N	N	Y	N
Colorado & Southern (C. B. & Q.)	Y	Y	Y	—	—	N	Y	—	—	Y	—	Y	N
Delaware & Hudson	Y	—	Y	—	—	N	—	—	—	Y	N	Y	N
Detroit, Toledo & Ironton	Y	Y	Y	N	Y	N	Y	N	Y	Y	—	Y	N
Erie-Lackawanna	Y	Y	Y	Y	Y	Y	Y	—	Y	Y	N	Y	Y
Florida East Coast	Y	Y	Y	Y	—	—	Y	—	—	Y	—	Y	N
Fort Worth & Denver (C. B. & Q.)	N	Y	Y	N	N	—	Y	—	—	—	—	Y	N
Great Northern	N	Y	Y	Y	Y[1]	N	Y	Y	Y	Y	Y	Y	Y
Gulf, Mobile & Ohio	N	N	Y	Y	Y	N	Y	—	—	Y	N	Y	N
Illinois Central	Y	Y	Y	Y	Y	Y	Y	—	Y	Y	N	Y	Y
Kansas City Southern	Y	Y	Y	Y	Y	N	Y	—	—	Y	N	Y	Y
Jersey Central Lines	N	Y	Y	Y	N	Y	N	Y	Y	Y	Y	Y	N
Lehigh & Hudson	—	Y	Y	Y	Y	N	Y	Y	Y	Y	N	Y	N
Lehigh Valley	Y	Y	Y	Y	N	N	Y	—	Y	Y	N	Y	N
Long Island	N	Y	N	N	N	N	Y	—	—	—	N	Y	N
Louisiana & Arkansas (K. C. S.)	N	Y	N	N	Y	—	Y	—	Y	Y	Y	Y	N
Louisville & Nashville	Y	Y	Y	Y	Y	N	Y	—	Y	Y	Y	Y	N
Maine Central	Y	Y	Y	N	N	N	Y	—	—	Y	N	Y	N
Minneapolis & St. Louis	Y	Y	Y	Y	N	N	Y	—	—	Y	N	Y	Y
Missouri, Kansas, Texas	N	Y	Y	Y	Y	Y	Y	—	—	Y	N	Y	Y
Missouri Pacific	Y	Y	Y	Y	Y	N	Y	—	—	Y	N	Y	Y
Monon	Y	Y	Y	N	Y	Y	Y	—	Y	—	Y	Y	N
New York Central[5]	N	Y	Y	Y	Y	N	Y	—	Y	Y	Y	Y	N
N. Y., Chicago & St. Louis	Y	Y	Y	Y	Y	Y	Y	—	Y	Y	Y	Y	N
New York, New Haven & Hartford	Y	Y	Y	Y	Y	N	Y	—	—	Y	N	Y	—
New York, Susquehanna & Western	—	Y	—	—	—	—	—	—	—	Y	N	Y	Y
Norfolk & Western	Y	Y	Y	N	N	N	Y	Y	Y	Y	Y	Y	N
Northern Pacific	Y[3]	Y	Y	Y	Y	N	Y	—	—	Y	N	Y	Y
Pennsylvania	Y	Y	Y	Y	N	N	Y	—	Y	Y	Y	Y	N
Pittsburgh & Lake Erie (N. Y. C.)	N	Y	Y	Y	Y	N	Y	—	Y	Y	Y	Y	N
Quanah, Acme & Pacific (Frisco)	—	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Reading Co.	N	Y	Y	N	N	N	Y	—	Y	Y	Y	Y	N
Richmond, Fredericksburg & Potomac	Y	Y	Y	Y	Y	N	Y	—	—	Y	N	Y	N
St. Louis-San Francisco	Y[4]	Y	Y	Y	Y[1]	Y	Y	Y	Y	Y	Y	Y	Y
St. Louis, Southwestern (Cotton Belt)	N	Y	Y	Y	N	N	Y	Y	Y	Y	Y	Y	N
Seaboard Air Line Railroad	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	N
Soo Line	Y	Y	Y	Y	Y	N	Y	—	Y	Y	N	Y	Y
Southern Pacific	Y	Y	Y	Y	Y	Y	Y	—	—	Y	N	Y	Y
Southern Railway System	N	Y	Y	N	N	N	Y	—	—	Y	N	Y	—
Texas & New Orleans	Y	Y	Y	Y	Y	N	Y	—	—	Y	N	Y	Y
Texas & Pacific	N	Y	Y	Y	Y	N	Y	—	Y	Y	Y	Y	N
Toledo, Peoria & Western	Y	Y	Y	N	N	Y	Y	—	—	Y	N	Y	N
Union Pacific	Y[1]	Y	Y[1]	Y	Y[1]	N	Y	—	Y	Y	N	Y	Y
Wabash	Y	Y	Y	Y	Y	Y	Y	—	Y	Y	Y	Y	Y
Western Maryland	—	Y	Y	N	N	Y	Y	—	Y	Y	Y	Y	N
Western Pacific	Y	Y	Y	Y	Y	N	Y	—	Y	Y	Y	Y	Y

FOOTNOTES

1—Automobiles only.
2—Only on packing house products from Austin, Minn., to Chicago or beyond. CGW Tariff 350.
3—Limited application.
4—Only Frisco Trans. Co. trailers.
5—Flexi-Vans only

LISTED on the chart at left are the railroads that offer trailer-on-flatcar service as of October 1961.

Although no new plans have been added by railroads, there have been some developments that give flexibility to the present plans. Plans 3 and 4 are expected to grow rapidly because of the recent ICC decision opening them to forwarders.

Of growing importance in the functioning of Plans 3 and 4 are the leasing organizations. Through these firms shippers can obtain the equipment for piggy-back shipments without making an outright purchase. Hence, the problem of profitable return shipments is minimized.

The Railroad Containerization Chart is a profile of the railroads which provide transportation for van-type containers, other than conventional highway trailers, which can be interchanged with other forms of transportation.

The maps shown in conjunction with the listing are not intended to be exact replicas of official railroad route maps. They are not maps of the entire system. Rather they are specific routes over which piggy-back equipment is operated and points at which ramps are found.

Service is not restricted to ramp cities alone. Through agreements with contract carriers and substitution of motor carrier service, railroads can effectively serve all or most of the area shown on the maps. Also, interline agreements with other railroads increase the area served.

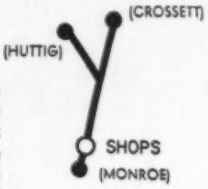
Cities that have names in parentheses are not ramp locations. They are interline points without ramps.

The Piggy-Back Service Chart and the Railroad Containerization Chart show at a glance the services offered by the railroads. This chart is published on Page 90.

Alabama, Tennessee and Northern RR

Plans 2 and 3. Interline with Frisco at Aliceville, Ala. (See St. Louis-San Francisco.)

Arkansas & Louisiana Missouri Railway



Plans 2 and 4; interline trailers with the IC and MP. Routing applies to points on the IC and MP and points on connecting lines East of the Mississippi River and North of the Missouri River to the extent that connections have routing available, as provided in SWT Tariffs 74, 75, 76, 77, 79, 80, 82, 84.

Atchison, Topeka & Santa Fe Railway

Plans 2, 3, 4, and 5; interline with most major carriers under the following tariffs: AT&SF, 15579; WTL 445, 450, 453, 455, 461, 463; SWL 74, 75, 76, 77, 79, 80, 82, 84, 85; PSFB 293, 294, 295, 296; Tex-La 104; TCFB 11, 23, 25, 26. Rail billed truckload freight at truck competitive rates. Over-the-road movement by Santa Fe Trail Transportation Co., a subsidiary truck line. Executive in Charge of Piggy-Back Development: F. L. George, assistant to general freight traffic manager. Has loading and discharge points for new automobiles on tri-level racks: Chicago, Kansas City, Denver, Houston, Belen, N.M., Phoenix, Pico-Rivera, Calif., Long Beach, Pomona, San Francisco, Oakland, Richmond, Calif.

Atlantic Coast Line

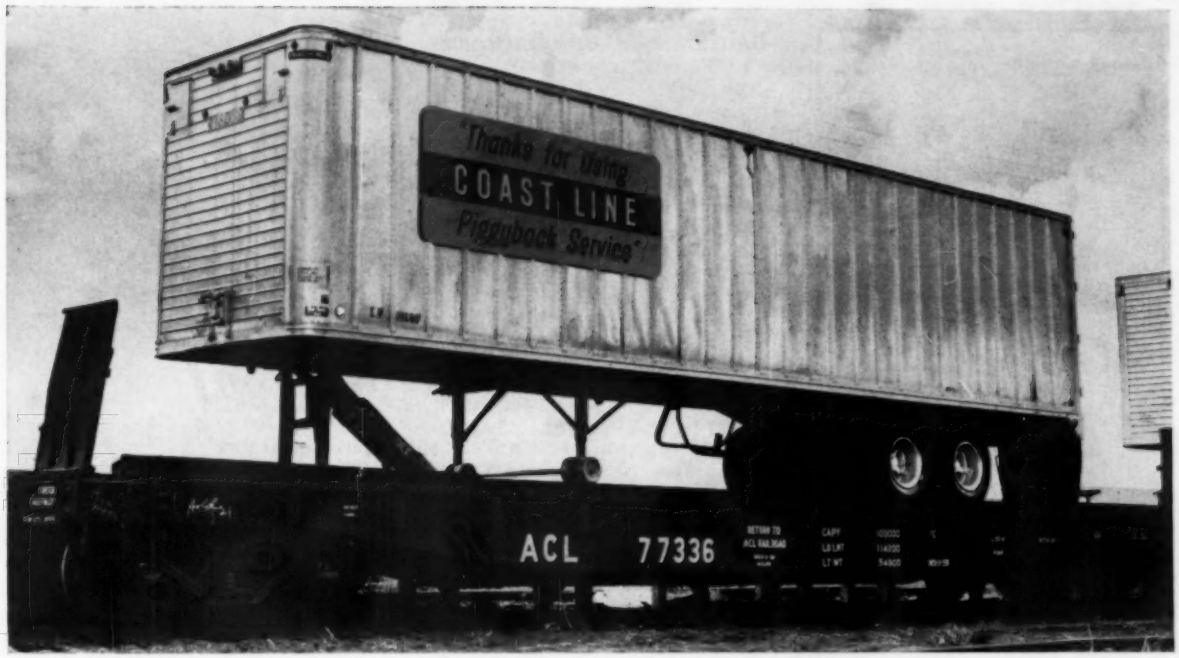
Plans 1, 2, 3, 4, 5. Interline with Frisco, A&WP, CC&O, GM&O, B&O, RF&P, PRR, FEC, L&N, N&W, C&O, IC, GaRR, Quincy. Executive in Charge of Piggy-Back Development: J. W. Plant, manager-Trailer Train Service, Jacksonville. Has discharge and loading points for new automobiles on tri-level racks: Jacksonville, Tampa, and Sanford, Fla.

Railroad Containerization Chart

	Transport van-type containers other than highway trailers	Contract basis only	Door-to-door	Extend to motor common carrier eg. Plan 1	Provide containers for private shippers	Transport only shipper-owned containers	Through service with other than rail carrier	Interline	Participate in a tariff
Alabama Great Southern	Y	N	N	N	N	Y	N	Y	Y
Atchison, Topeka & Santa Fe	Y	N	N	N	N	Y	N	Y	Y
Baltimore & Ohio	Y	N	Y	N	Y	N	N	Y	N
Chicago, Burlington & Quincy	Y	N	Y	N	N	Y	Y	Y	N
Chicago, Milwaukee, St. Paul & Pacific	Y	N	Y	Y	Y	N	Y	Y	N
Florida East Coast	Y	N	N	Y[1]	Y[2]	Y[3]	—	Y	N
Jersey Central Lines	Y	N	N	N	N	Y	N	Y	N
Louisville & Nashville	Y	N	—	Y	N	Y	Y	Y	N
Missouri Pacific	Y	N	Y	N	Y	N	Y	Y	N
New York Central	Y[4]	N	Y	N	Y[5]	—	Y	Y	N
Reading Co.	Y	N	Y	N	Y	N	N	Y	N
Southern Pacific	Y	N	Y	N	N	Y	N	Y	Y
Texas & New Orleans	Y	N	N	—	N	—	N	Y	Y
Texas & Pacific	Y	N	N	N	N	Y	N	Y	N

FOOTNOTES

1—Water carrier contract basis.
2—Northbound only.
3—Except Plan 1.
4—Flexi-Vans only.
5—NYC Transport Co. Lease a van.



For fast, flexible Piggybacking throughout the Southeast Coastal 6 **call on Coast Line!**

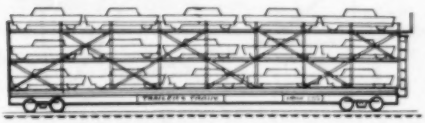
For Piggybacking anywhere in the Southeast Coastal 6, call Coast Line for:

- **Fast, flexible, dependable, and personalized piggyback freight services!**
- **All 5 basic piggybacking plans!**
- **Consultation and creative planning by a department of specialists to solve your particular shipping problems!**

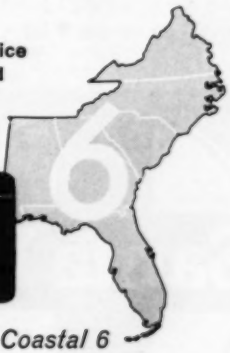
Contact your nearest Coast Line representative, or call, wire or write:

J. W. PLANT
Manager, Trailer Train Service
Atlantic Coast Line Railroad
Jacksonville 2, Florida

NOTE TO AUTOMOBILE MANUFACTURERS



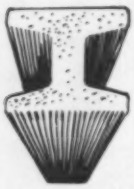
Coast Line also offers:
complete automobile unloading and storage facilities at Jacksonville, Sanford and Tampa, Florida.



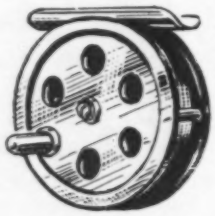
ATLANTIC
COAST LINE
RAILROAD

. . . serving the Southeast Coastal 6

For shipping wheels



or steels



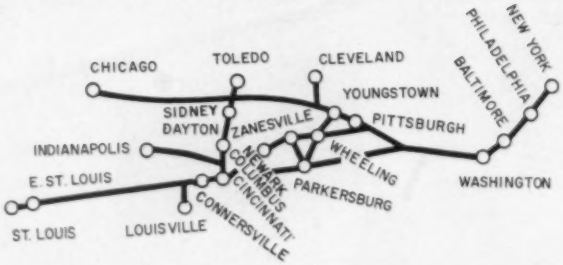
or fishing reels

The better way is Santa Fe

No matter what you ship call the nearest Santa Fe Traffic Office and let the "railroad that's always on the move toward a better way" go to work for you.

Santa Fe

Baltimore & Ohio Railroad



Plans 2, 3, and 4; transport tank trailers on flatcars; interline with ACL, AT&SF, CofNJ, CGW, CMStP&P, C&NW, CB&Q, CRI&P, C&S, DT&I, FTW&D, GC&SF, GN, IC, KCS, L&A, L&N, MKT, MP, Monon, MStL, P&SF, RDG, RF&P, SAL, Sou, StLSF, StLSW, Soo, SP, TNO, TP, UP, Wabash, WMd. Rail billed truckload freight at rail rates. Executive in charge of Piggy-Back Development: George E. Dove, manager-railroad trailer service. Transports van-type containers interchangeable with other forms of transportation. Provide a complete door-to-door service. Provide containers or private shippers, also when shipper owns containers and these can be carried on standard flatcars. Interline cars carrying containers with other railroads.

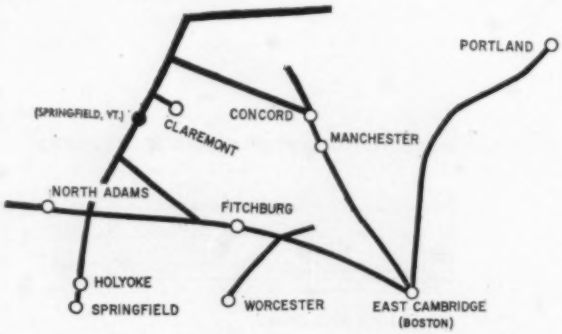
Bangor & Aroostook Railroad

Plans 2 and 3; transport tank trailers on flatcars; interline via Maine Central Railroad. Executive in Charge of Piggy-Back Development; Norman J. Tardif, manager-piggy-back service.

Bessemer & Lake Erie Railroad

Plans 2 and 3; transport tank trailers on flatcars; interline only with AT&SF, B&M, C&EI, C&NW, CB&Q, CMStP&P, CRI&P, D&H, D&RGW, E-L, GN, IC, KCS, L&HR, L&N, L&WV, LV, M&StL, MKT, Monon, MP, NKP, NYNH&H, NP, Soo, SP, StLSF, StLSW, T&P, UP, Wabash. Executive in Charge of Piggy-Back Development: G. A. Squibb, gtm.

Boston & Maine Railroad



Plans 1, 2, 3, 4; Rail billed truckload freight at truck competitive rates. Highway common carrier trailers at per trailer charge. Executive in Charge of Piggy-Back Development: C. F. Yardley, general manager-piggy-back.

The Piggy-Back Plan . . .

PLAN 1—Rail transport of motor carrier trailers. Trucker solicits freight at truck rates and pays railroad either a "division" or per-trailer charge.

PLAN 2—Railroad trailers are transported on flatcars. Railroad deals directly with shipper, soliciting business under truck competitive tariffs.

PLAN 3—Shipper provides trailers, owning or leasing as he wishes. Railroad receives trailers at railhead, loads them, transports them, and grounds them.

PLAN 4—Rail movement of shipper trailers on shipper flatcars. Shipper takes trailers to and from railroad, shipper loads trailer on car and on arrival unloads it.

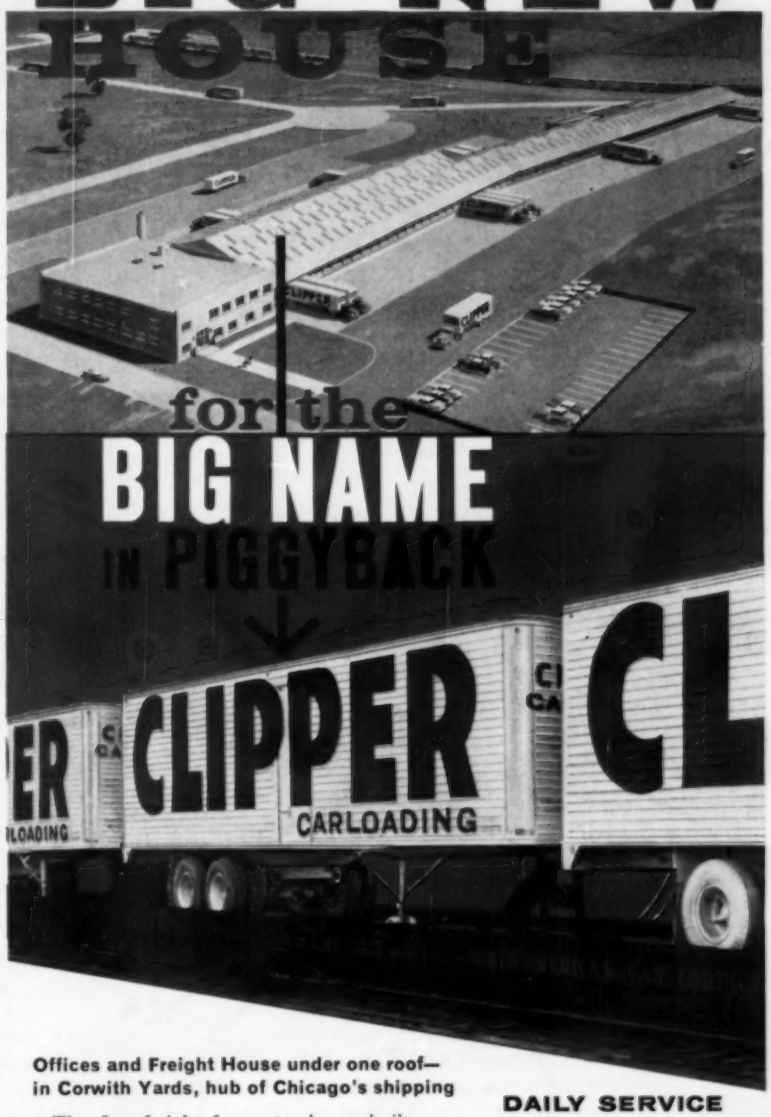
PLAN 5—Railroads publish tariffs of joint truck-rail rates for complete door-to-door piggy-back service.

When the name of a city is shown on a map without parentheses, it designates a ramp location. This city also may be an interline point. When the name of the city appears in parentheses, it means an interline point with no ramp.

Pupils On Wheels

This classroom on wheels rolls along the highways in a 35-ft steel trailer. It is equipped with air conditioning, projectors, school-type chairs, and other educational devices. It also has special features such as both horizontal and vertical tie-off slots. It has one roadside and two curbside doors. Made by Highway Trailer Industries, Inc., it is used by Allied Van Lines to provide refresher courses and basic training for Allied drivers

BIG NEW HOUSE



Offices and Freight House under one roof—in Corwith Yards, hub of Chicago's shipping

- The first freight forwarder house built primarily for piggyback operation.
- 55,000 square feet of operating area on a 7 acre tract—114 receiving and shipping doors—24 spots for boxcars.
- Everything needed to facilitate freight handling—from closed circuit TV to color-coded dock doors.
- Special IBM equipment controls all operations.
- Latest and finest in equipment—Clipper's piggyback fleet is unsurpassed.
- Fastest delivery available—Clipper maintains daily service system-wide.

DAILY SERVICE

Between the Midwest and Eastern Seaboard

From the East and Midwest to all points in California, Oregon, Washington, Alaska, Hawaii, and British Columbia.

Insure successful completion of your sales—Route your shipments via Clipper Carloading Company

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NEW YORK—ORegon 5-6510
PORTLAND—CApitol 7-1281
PHILADELPHIA—CUmberland 8-3600
LOS ANGELES—MAdison 7-6674
INDIANAPOLIS—STate 6-7124
BOSTON—Liberty 2-4717
SEATTLE—MAin 2-2960
OAKLAND—KEllog 6-0528

Canadian National Railways

Plans 1 and 2; interline with DL&W and LV between New York City and Toronto, B&M from stations in Massachusetts to Montreal, Toronto, and Hamilton. Rail billed lcl freight at rail rates. Rail billed truckload freight at truck competitive rates. Highway common carrier trailers at per trailer charge. Executive in Charge of Piggy-Back Development: Plan I—F. A. Gaffney, vp - Highway Services; Plan II—G. R. Johnston, general sales manager-Freight.

Canadian Pacific Railway Co.

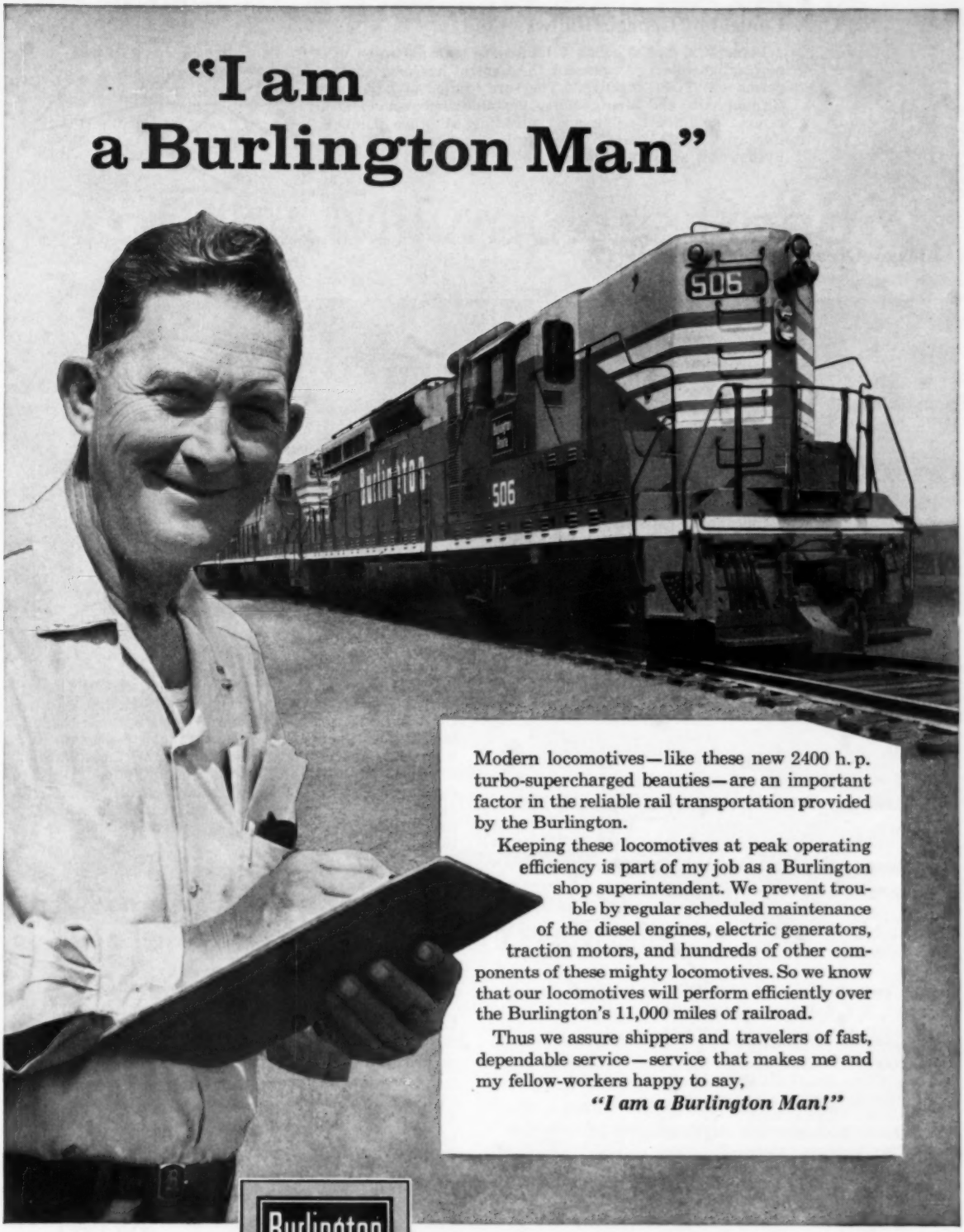
Plans 1 and 2; no interline. Plan 1 freight at truck competitive rates. Plan 2 freight on tariff rates published in cents per 100 lb. Plans 1 and 2 at Montreal, Toronto, Hamilton, London, Windsor, Sudbury, Quebec, Saint John, Fredericton; Plan 1 only at all other ramp points. Executive in Charge of Piggy-Back Development: A. E. Jenner, manager-Piggy-Back Services, Montreal, (Plan I); F. K. Hollyman, GFTM, Mtl., (Plan II); E. M. Scully, FTM, Mtl., (Plan III).

Central of New Jersey

Plans 2 and 3. Plan 4 offered between Jersey City and Chicago and East St. Louis, Indianapolis, Louisville, and Cincinnati, Columbus, and Dayton. Employs rolling stock of B&O, DL&W, LV. Applies to points on the B-&O, NKP, Wabash, west of Pittsburgh & Buffalo, including the Southwest and Western Trunk Line territories. Rail billed lcl freight at rail rates. Rail billed truckload freight at truck competitive rates. Executive in Charge of Piggy-Back Development: V. L. Pernter, ftm-Sales.

Chicago, Burlington & Quincy

Plans 1, 2, 3, 4, 5 (but Plan 1 for Burlington Truck Lines only—wholly owned subsidiary). Transport tank trailers on flatcars; interline with AT&SF, B&O, BRC, C&EI, CMStP&P, CRI&P, C&IM, C&NW, CR&I, C&S, DRG&W, E-L, GB&W, GM&O, GN, GTW, IC, IHB, IN, KCS, L&N, M&StL, Monon, MKT, MP, NKP, NYC, NP, PRR, Soo, StLSF, StLSW, TP&W, TRRA, UP, Wabash, Rail billed lcl freight at rail rates. Rail billed truckload freight at truck competitive rates. Ramp-to-ramp rates for shipper owned trailers and freight cars. Executive in Charge of Piggy-Back Development: G. R. Glover, vp-traffic. Provide transportation for van-type containers interchangeable with other forms of transportation only when shipper owns containers and these can be carried on standard flatcars. Interline cars carrying containers with other railroads. Has loading and discharge points for new automobiles on tri-level racks.



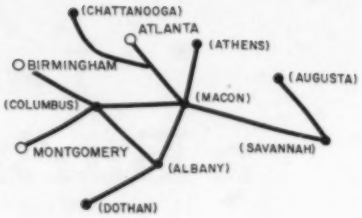
Burlington Route

CHICAGO, BURLINGTON & QUINCY RAILROAD
COLORADO AND SOUTHERN RAILWAY
FORT WORTH AND DENVER RAILWAY

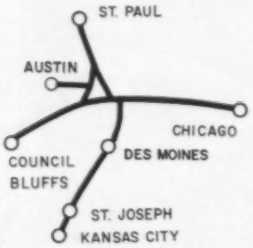
BURLINGTON LINES · *Everywhere West*

Central of Georgia Railway Co.

Plans 1, 2, 3, 4, 5 (Plan 5 limited to transportation of new automobiles). At present the Central has only three permanent TOFC terminals. They are located at Atlanta, Birmingham, and Montgomery. Portable flatcar-mounted ramps facilitate loading and unloading at other points. Executive in Charge of Piggy-Back Development: W. C. Bythewood, assistant general freight agent.

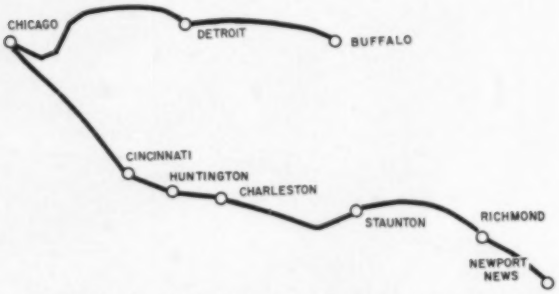


Chicago Great Western Railway Co.



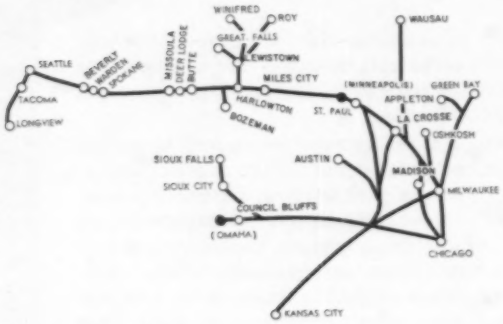
Plans 1, 2, 3. Plan 2 only on packing house products from Austin, Minn., to Chicago or beyond. Interline only on packing house products. Executive in Charge of Piggy-Back Development: E. J. Forster, assistant vice president. Has loading and discharge points for new automobiles on tri-level racks at St. Paul and Kansas City.

Chesapeake & Ohio Railway



Plans 1 and 3; interline with CEI, RI, LV, PRR. With Plan 1, service is offered between Chicago and Detroit, Cincinnati, Richmond, Newport News, Buffalo, Saginaw; between Cincinnati and Richmond and Newport News. Also between Huntington and Charles, W. Ca., and Staunton and Verona, Va.; Detroit and Buffalo. Plan 3 in conjunction with automobiles from Detroit, Wayne, Wixom, Mich. — to various points. Executive in Charge of Piggy-Back Development: J. H. Suthann, manager-piggyback services.

Chicago, Milwaukee, St. Paul & Pacific



Plans 2, 3, 4, 5. While interline with most major carriers, actual working agreements completed with only a few at Chicago, Omaha-Council Bluffs, Kansas City, St. Paul-Minneapolis, and Spokane. Executive in Charge of Piggy-Back Development: E. W. Chesterman, manager - rail - highway sales. Provide transportation for van-type containers which are interchangeable with other forms of transportation. Complete door-to-door service. Provide containers for private shippers, through service with water carriers. Interline cars carrying containers with other railroads. Has loading and discharge points for new automobiles on tri-level racks. Loading points at Detroit, South Bend, and Milwaukee. Discharge at Minneapolis, Spokane, Seattle, Oakland, and Janesville, Wis.

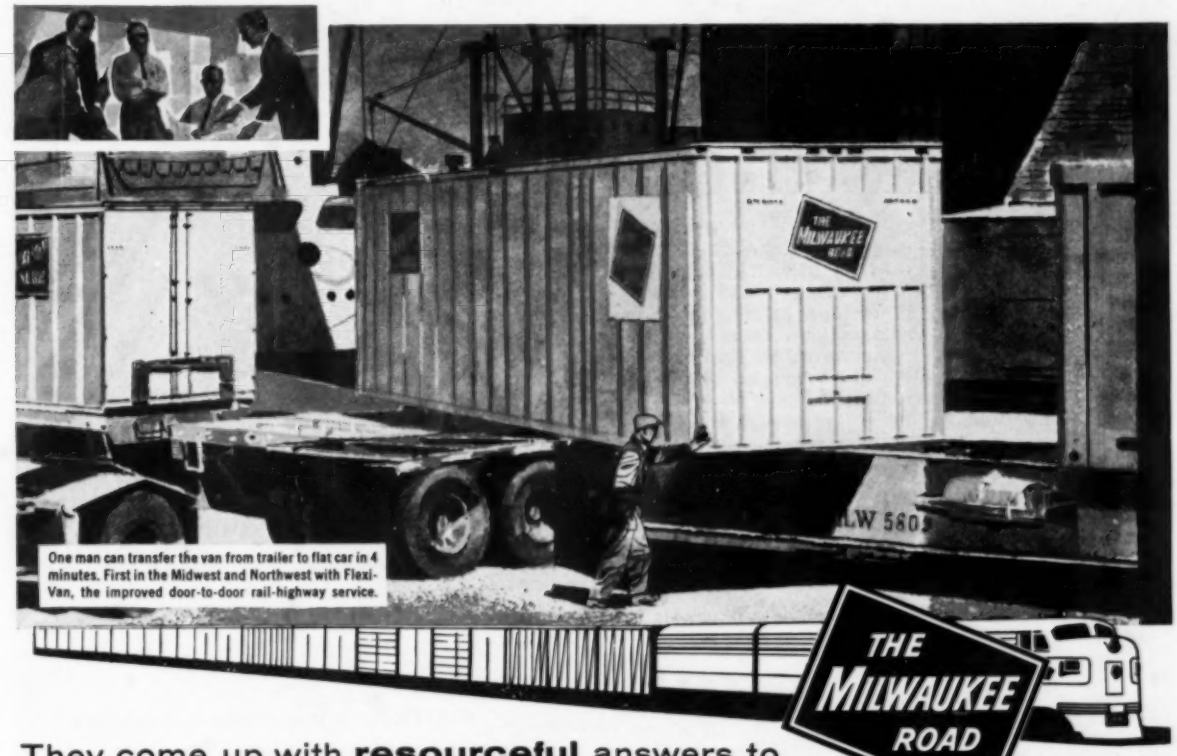
Chicago & Eastern Illinois Railroad

Plans 1, 2, 3, 4, 5; interline with ACL, AT&N, AT&SF, B&LE, B&M, C&NW, CMStP&P, C&O, CB&Q, CRI&P, CofNJ, E-L, FEC, FW&D, GN, KCS, KO&G, L&A, L&N, L&NW, LV, MeC, MKT, Mo-Pac, NKP, NL&G, NP, NYNH&H, PE, SAL, SD&AE, Soo, SP, T&NO, T&P, Wab, WM. Rail billed lcl freight at rail rates. Rail billed trailerload freight at truck competitive rates. Highway common carrier trailers at per trailer charge. Executive in Charge of Piggy-Back Development: F. R. McVoy, manager-Motor Service.

SOMETHING **NEW** IN RAILROADING...

"CREATIVE CREWS"

of the Milwaukee Road



One man can transfer the van from trailer to flat car in 4 minutes. First in the Midwest and Northwest with Flexi-Van, the improved door-to-door rail-highway service.

They come up with resourceful answers to shippers' problems—improving on "Piggy-Back"

America's resourceful railroad

An *idea* can be the difference between *new* business and *no* business!

The Milwaukee Road's Creative Crews, working with the basic idea of piggy-back transportation, have come up with several innovations in service to shippers. These innovations have built new business not only for the railroad but for its customers.

In January, 1960, the Milwaukee Road was the first railroad in the country to initiate a truck-rail-truck transport plan for the transcontinental piggy-backing of automobiles—reducing the transit time from Detroit to Spokane, Wash., by an average of 5 days over conventional highway delivery.

The Milwaukee Road's Flexi-Van fleet has expanded four times in size in two years. And it was the first Flexi-Van service in the industry to put 85-foot flatcars into service, carrying two 40-foot vans each, with 300 to 600 cubic feet of extra loading space.

Other innovations include pioneering in the delivery of mail by Flexi-Van, the development of special refrigerated vans for perishables, and a new sea-going van for "one-container delivery" overseas.

It is the high value placed on ideas, and the skill employed in carrying them out, that make our Creative Crews so valuable to shippers. This fresh, uninhibited, *creative* concept maintains the Milwaukee Road's reputation as America's resourceful railroad. The railroad industry, as well as our customers, benefits by it every day!

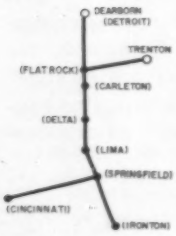
Route of the Super Dome Hiawathas and Western "Cities" Fleet

Chicago & North Western Railway Co.

Plans 1, 2, and 4; interline with ATSF, ANN ARBOR, B&O, C&O, C&EI, CB&Q, CRI&P, DM&IR, EJ&E, E-L, GB&W, IC, ILL TERMINAL, L&N, MKT, MoPac, MONON, NYC, NKP, NP, PRR, Soo, StLSF, UP, Wab. Service is principally rail billed truckload freight at truck competitive rates. Highway common carrier trailers at a per trailer charge. Executive in Charge of Piggy-Back Development: Barry Rogers, director-Motor Services. Has loading and discharge points for new automobiles on tri-level racks.

Colorado and Southern Railway

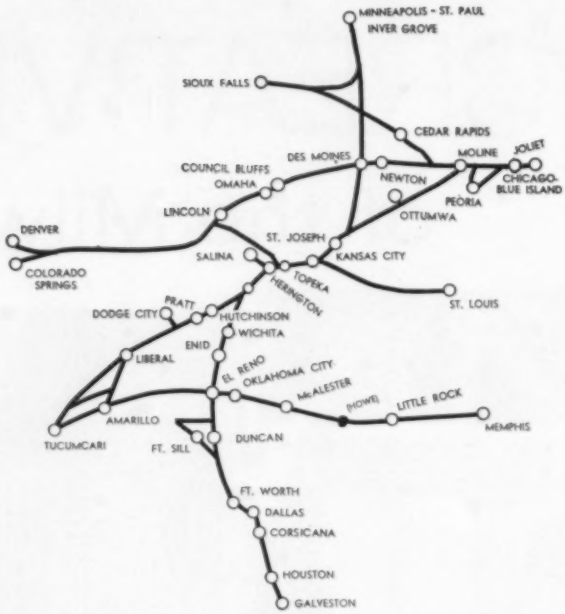
Plans 1, 2, 3; interline with AT&SF, CB&Q, D&RGW, FW&D, MP, UP. Plan 1 is applicable only for Burlington Truck Lines. Rail billed truckload freight at truck competitive rates. Service offered in connection with CB&Q. (See Chicago, Burlington, Quincy and Fort Worth & Denver listings.)



Detroit, Toledo and Ironton

Plans 1, 2, 3, 5; Interline with PRR, NKP, Erie, WAB, N&W. Ramps at Dearborn Station (Detroit) and Trenton, Mich. Rail billed truckload freight at truck competitive rates. Executive in Charge of Piggy-Back Development: H. D. Berry, assistant general freight agent.

Chicago, Rock Island & Pacific Railroad



Plans 1, 2, 3, 4, 5; interline: AD&N, ATSF, B&O, CBQ, C&EI, CMStP&P, C&NW, C&O, D&RG, E-L, FW&D, GM&O, GN, IC, KCS, KOG, L&A, L&N, MKT, MoPac, MV, NKP, NP, PRR, Soo, Sou, SP, StLSF, StLSW, T&NO, T&P, UP, Wab. Rail billed truckload freight at truck competitive rates. Highway common carrier trailers at a per trailer charge based on weight and contents. Executive in Charge of Piggy-Back Development: L. B. Pritchett, vice president. Has loading and discharge points for new automobiles on tri-level racks at Kansas City, Inver Grove, Minn., Houston, Council Bluffs, Denver.

Delaware & Hudson Railroad

Plans 1, 2, 3, 4 with qualifications. Plan 1: Terminating carrier between Albany Capital District, Chicago, East St. Louis, Ill. and Kansas City. Intermediate carrier between B&M ramp locations and metropolitan areas in Central Territory and Kansas City. Plan 2: Intermediate carrier between New England and Trunk Line, Central, Southern, Western, Southwestern Territories and Eastern Canada. Plan 3: Terminating carrier between Albany Capital District and Chicago, E. St. Louis and Peoria. Intermediate carrier between New England, Central and Southern Territories. Plan 4: Intermediate carrier between New England and Central and Southwestern territories. Executive in Charge of Piggy-Back Development: Paul F. Robinson, vice president-traffic.

IF YOU GUESSED a porthole, a saucer of milk, or an open manhole, you're wrong. It represents an important source of revenue to the Rock Island railroad: manufactured goods. The point is, no matter what you want to ship—whether vast quantities of a tiny item or a one-of-a-kind colossus—you can be sure the Rock Island will spare no effort to transport it carefully, quickly, and economically. Modern equipment, electronic traffic controls, automatic classification yards, systemwide Teletype and Microwave networks, experienced, expert, conscientious personnel—all assure that your freight will be handled the way you want it handled.

What is it? See page 106

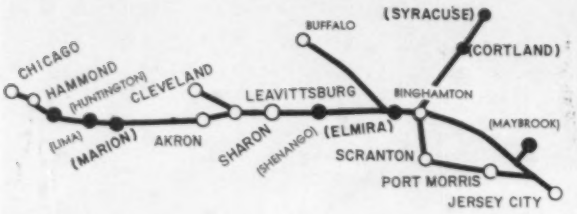
Rock Island

ROCK ISLAND LINES

The railroad of planned progress
...geared to the nation's future

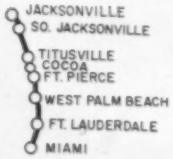
CHICAGO 5

Erie-Lackawanna Railroad Company



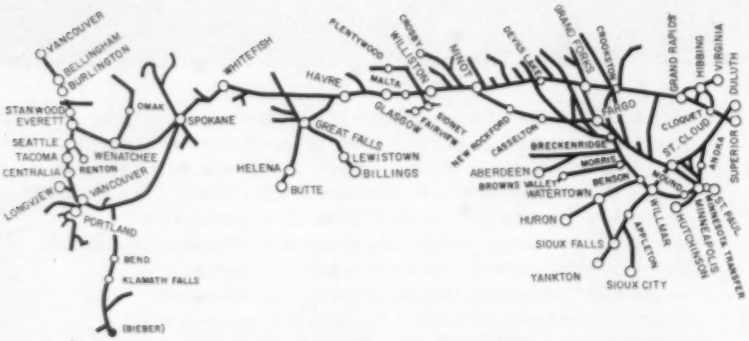
Plans 1, 2, 3, and 4; interline with A&LM, AD&N, AT&SF, BAR, B&LE, B&M, C&EI, C&NW, C&S, CB&Q, C&IL, CNE, CofNJ, CRI&P, D&H, DR&GW, DT&I, FW&D, GN, IC, KCS, KO&G, L&A, L&HR, L&N, L&NE, LV, L&WV, MEC, M&E, M&StL, MKT, Monon, MP, NJI&I, NKP, NYNH&H, NYS&W, NP, StLSF, Soo, SP, StLSW, TNM, TP, UP, Wab, WMW&NW, WP. Rail billed truckload freight at truck competitive rates. Highway common carrier trailers at a per trailer charge. Service between Trunk Line, Central Freight, Western Trunk Line, and Southwestern Territories, with some few point-to-point commodity rates to Transcontinental Territory. Executive in Charge of Piggy-Back Development: P. W. Johnston, Jr., freight traffic manager.

Florida East Coast Railway



Plans 1, 2, 3, 4, 5. Interlines with ACL, SAL and their connections. Plans 1, 2, 3, 4, 5 from and to specific points in southern, official, western, and southwestern territories. Plan 3 in connection with Southern Railway System. Executive in Charge of Piggy-Back Development: T. C. Maurer, vp-traffic. Provide transportation for van-type containers which are interchangeable with other forms of transportation. Offered only on a contract basis but extends service to motor common carriers through Plan 1. Has discharge point for new automobiles on tri-level racks.

Great Northern Railway

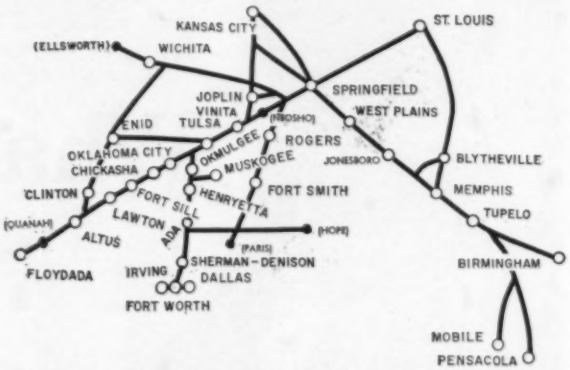


Plans 2, 3, 4, 5; interline with CB&Q, CMStP&P, C&NW, CRI&P, M&StL, SI, Soo, SP, SP&S, WP. Rail billed lcl freight at rail rates. Rail billed truckload freight at truck competitive rates. Trailers and flatcars equalize between terminal loading and unloading points, moving loaded or empty. Has loading and discharge points for automobiles on tri-level racks at Portland, St Paul, Seattle, Spokane, Vancouver, Wash., Laurel, Mont., Renton, Wash. Executive in Charge of Piggy-Back Development: K. G. Heimbach, director-truck and tofc sales.

Fort Worth & Denver Railway

Plans 2, 3, 4; interline with AT&SF, CB&Q, CRI&P, C&S, GC&SF, KCS, L&A, MKT, MP, QAP, Frisco, StLSF, StLSW, SP, T&NO, T&P, UP. Rail billed truckload freight at truck competitive rates. (See also CB&Q.) Executive in Charge of Piggy-Back Development: Y. E. Juge, freight traffic manager. Has loading and discharge points for new automobiles on tri-level racks. They are Dallas and Houston.

Frisco (StLSF)



Plans 2, 3, 4, 5; transport tank trailers on flatcars; interline with AT&N, ATSF, B&O, C&EI, C&NW, CB&Q, CRI&P, FW&D, GC&SF, IC, KCS, KO&G, L&A, L&N, MKT, MP, NKP, OCAA, PRR, QA&P, St L, SW, Sand Springs, SAL, SP, T&P, UP, Wabash. Rail billed truckload freight at truck competitive rates. Highway common carrier freight of Frisco Transportation Co., a subsidiary company. (See also Alabama, Tennessee and Northern and Quanah, Acme & Pacific listing.) Executives in Charge of Piggy-Back Development: J. W. Tipton, manager, motor transportation and tofc service, Springfield, Mo., and W. R. Eilers, manager-tofc sales, St. Louis, Mo. Has discharge and loading points for new automobiles on tri-level racks.

Lehigh and Hudson River

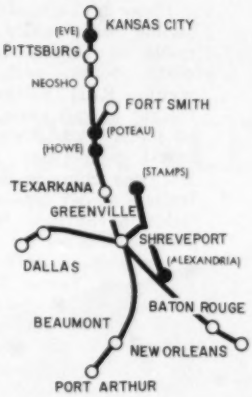
Performs tofc service as an intermediate carrier only, interlining with NYNH&H, E-L, DL&W, LV and connections. Operates Plans 1, 2, 3, 4, 5. Executive in Charge of Piggy-Back Development: R C. Winchester, gftm.

Long Island

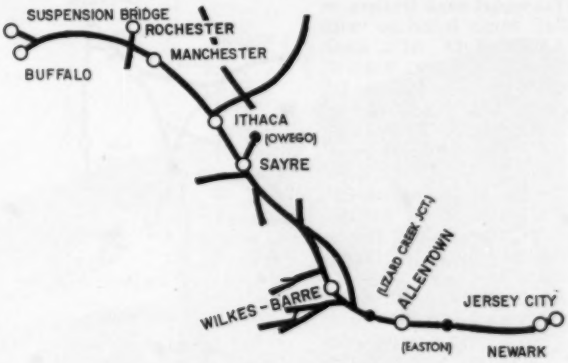
Service in connection with the PRR and their connections on Plan 2 only. Automobiles on tri-level racks unloaded and loaded at Kearny, N. J.

Kansas City Southern

Plans 2, 3, 5; **interline** with AT&SF, CB&Q, CMSt-P&P, CRI&P, FW&D, IC, L&N, MKT, MP, SP, StLSF, StLSW, T&P, UP, Wabash. Rail billed truckload freight at truck competitive rates. Highway common carrier freight of subsidiary truck companies. Executive in Charge of Piggy-Back Development: Paul S. Rhoads, merchandise traffic manager. Has loading and discharge points for new automobiles on tri-level racks at Kansas City, Shreveport and New Orleans.

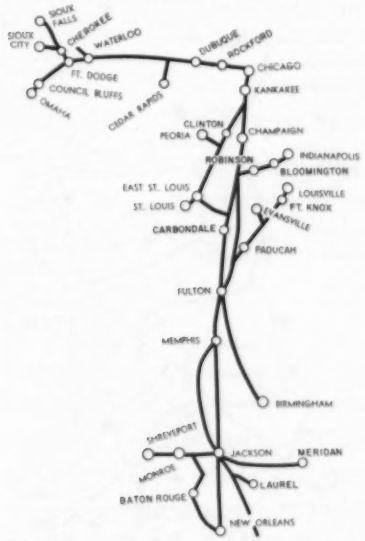


Lehigh Valley Railroad Co.



Plans 1, 2, 3, 4; interline with AT&SF, B&LE, B&M, BAR, C&EI, C&NW, C&O, C&S, CMStP&P, CN, CofNJ, CB&Q, CRI&P, D&H, D&RGW, DT&I, E-L, FW&D, GB-&W, GN, GT, IC, IT, KCS, L&A, L&N, L&HR, L&NE, LI, M&StL, MC, Monon, MKT, MoPac, NJI&I, NKP, NP, NYNH&H, SLSF, SLSW, Soo, SP, T&P, T&NO, UP, WAB, WP. Plan 3. Interline from New York—Jersey City, Newark, N. J., area (also Allentown, Wilkes-Barre, Sayre, Rochester) to Chicago-Peoria-East St. Louis, Ill., Cleveland-Detroit-Buffalo; Fort Wayne-Indianapolis, Ind.; Louisville-Ky.-South Bend, Ind., Toledo, Ohio, Danville and Streator, Ill., routes LV-NKP and LV-Wab; also LV-C&O Jersey City-Newark and Detroit, Mich., Midland, Mich., Saginaw, Grand Rapids. Also in effect over same routes in reverse direction. Rail billed truckload freight at truck competitive rates. Executive in Charge of Piggy-Back Development: J. H. Schmid, manager-Piggy-Back Sales.

Illinois Central Railroad



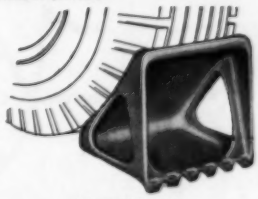
Plans 1, 2, 3, 4, 5; interline with ACL, AD&N, A&LM, B&O, BAR, B&LE, COFG, CNJ, C&NW, CB&Q, DL&W, E-L, FW&D, IT, KCS, L&WV, L&A, LI, MEC, MKT, MP, Monon, NKP, NJI&I, N Y S & W, NL&G, PRR, P&WV, RDG, SP, SS, SLSF, SLSW, SAL, Soo, TNM, T&P, UP, Wabash, WM. Rail billed truckload freight at truck competitive rates. Ltl lots also handled. Insulated equipment and tariff provision available for perishables. Executive in Charge of Piggy-Back Development: L. A. Schellenberger, general merchandise agent. Has loading and discharge points for new automobiles on tri-level racks at Chicago, Birmingham, New Orleans, Memphis, Shreveport, and Jackson, Miss.

Gulf, Mobile and Ohio

Plans 3, 4, and 5. Executive in Charge of Piggy-Back Development: E. B. deVilliers, assistant vice president-traffic. Has loading and discharge points for new automobiles on tri-level racks. Loading at Chicago and St. Louis. Discharge at Chicago, St. Louis, Kansas City, New Orleans, Mobile, Jackson, Miss., Bogalusa, La.

PORTABLE CHOCKS and BLOCKS
for Railroad Cars! for Trucks!

NEW ALDON SAFETY WHEEL CHOCK Style B-2 DOUBLE TENSION TYPE has two chocks which are drawn tight and locked to both sides of the wheel by load-binder action. Eliminates car motion during loading and unloading. Ideal for piggy-back car blocking. Handles provided.



ALDON WB2H
STANDARD WHEEL BLOCK

Holds heavy trucks, trailers and other vehicles with ease. Prevents accidents caused by vehicle moving away from dock while loading or unloading. Reduces danger of run-away trucks if parking brakes fail. Safer, tougher and stronger because they are Steel Castings.

Write for Free Literature!

THE ALDON COMPANY
Manufacturers
Dept. DA-10
3338 RAVENSWOOD AVE., CHICAGO 13, ILL.

Louisville & Nashville Railroad

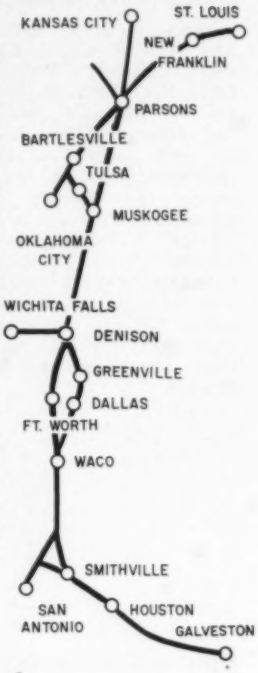
Plans 1, 2, 3, 4, 5. Transport tank trailers on flat cars. Interline with A&WP-WofA, ACL, B&O, C&EI, CB&Q, C&NW, CRI&P, E-L, Frisco, IC, L&A, MP, MKT, Monon, NYC, N&W, PRR, StL-SW, SP, T&P, Wabash. Rail billed truckload freight at truck competitive rates. Cars handled in regular trains. Executive in Charge of Piggy-Back Development: J. A. Parsons, director-piggy-back traffic. Has loading and discharge points for new automobiles on tri-level racks.

Monon Railroad

Plans 1, 2, 3, and 5. Also a Plan 3, not "true"—but an allowance to shipper for use of his trailer, and also an optional allowance in cwt for pick-up and/or delivery of trailer to or from ramp. Joint truck-rail rates in tariff form. (With All-Freight, Artim, Olson, Saginaw Transport Co.) Interline with ACL, AT&N, AT&SF, B&LE, B&O, B&M, C&O, CB&Q, C&NW, CRI&P, CRRofNJ, DL&W, E-L, FEC, GN, IC, L&N, LV, L&WV, MC, ME, Milwaukee, M&StL, NJ, NKP, NP, NYNH&H, NYS&W, RDG, Southern, SAL, S&E, Soo, StL&S, ST, UP, Wabash, WM. Overhead carriers: D&H, EJ&E, GARR, G&F, L&HRR, L&NE, P&WV, Sav&A. Rail billed truckload freight at truck competitive rates. Railroad lcl shipped between Hammond and Indianapolis, Ind. Executive in Charge of Piggy-Back Development: C. R. Phillips, manager-trailer Maid Service. Has loading and discharge points for new automobiles on tri-level racks.

Missouri Kansas Texas Railroad

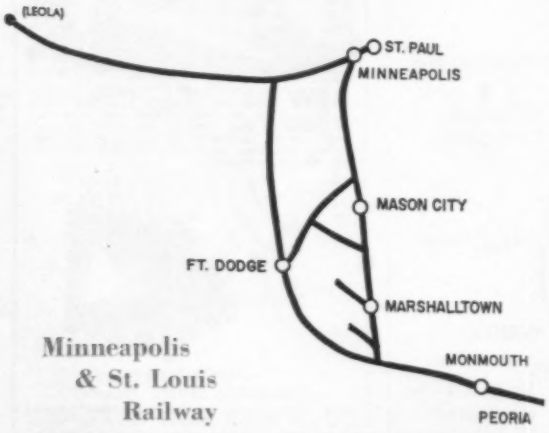
Plans 2, 3, 4, and 5; interline with major railroads on service to the north, south, east, and west. Rail billed lcl freight at rail rates. Rail billed truckload freight at truck competitive rates. Highway common carrier trailers at per trailer and mileage charges. M-K-T piggyback under the direct supervision of Missouri Kansas & Texas Transportation Co., a subsidiary. Executive in Charge of Piggy-Back Development: W. H. Wiley, gm-MK&T Transportation Co. Has loading and discharge points for new automobiles on tri-level racks. Autos can be loaded at Kansas City, St. Louis, Houston, and Dallas and discharged at all ramp points.



Missouri Pacific Railroad

Plans 1, 2, 3, 4, 5; interline with A&LM, AD&N, AT&SF, B&O, CB&Q, C&EI, C&NW, CMStP&P, CRI&P, C&S, D&RGW, FWD, IC, KCS, KO&G, L&A, L&N, MKT, MV, NEO, NYC, NKP, PRR, SPL, StLSF, T&P, UP, Wabash. Rail billed truckload freight at truck competitive rates. Service includes tofc and demountable trailer body. The latter is operated between points on MP, between points on T&P, and interline between the two railroads, also between MP and B&O. Also interline with other railroads. Provides complete door-to-door service. Map includes T&P and KO&G operations. (See also Texas & Pacific.) Has loading and discharge points for new automobiles on tri-level racks. Autos can be loaded at St. Louis, Kansas City, Wayne, Mich., and Willow Run, Mich. Discharge points are Dallas, Denver, and Memphis.

Minneapolis & St. Louis Railway



Plans 1, 2, 3, 4; interline with CB&Q, GN, IC, NP, Soo, Interline service extends to St. Louis and Kansas City, Mo., and to cities in Southwestern Lines Territory, also between the Twin Cities and Eastern Cities served by Trunk Line railroads. Executive in Charge of Piggy-Back Development: Frank P. Connoy, director-piggy-back and barge services.

L & N OFFERS PIGGYBACK SERVICE IN DEPTH

Sixteen fully-equipped L & N piggyback terminals cover the Mid-South.

L & N has its own fleet of piggyback cars and trailers.

L & N's affiliation with Trailer Train Company assures an adequate and readily available supply of latest-design cars for piggyback loading.

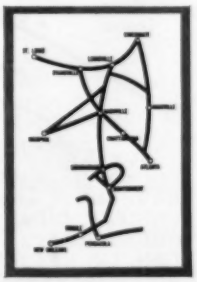
L & N handles both Flexi-Van and regular piggyback shipments. Coordination of services is in effect between L & N and over 30 motor carriers.

L & N has the most actual piggyback experience of any railroad in the South!

In piggyback, as in every form of rail transport, L & N gives service solidly based on practical experience, plus a heavy and continuing investment in modern equipment and facilities.

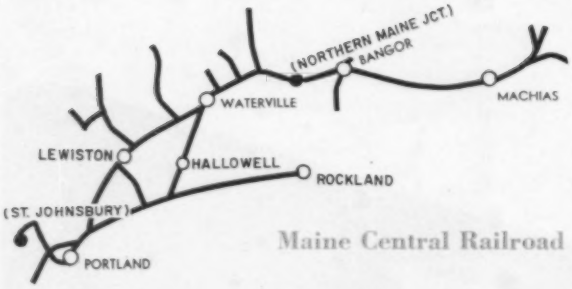
Why is L & N a strong link in the chain of piggyback shipments from the Great Lakes to the Gulf, and from east of the Rockies to the Atlantic? For one thing, L & N is *kept* modern, as proved by the system's $47.5 million 1960 investment in new cars and terminal equipment, with a further $48 million to be spent for the same purposes in 1961.

One of the nation's great railroads, L & N has 5,700 miles of main track and a fleet of cars that is among the country's five largest. L & N provides service to, from, and through the Mid-South that is fast, up-to-the-minute, and dependable. Classification yards as new as tomorrow in their design . . . electronic car tracing . . . these are only two of many advanced time-savers that speed shipments for L & N patrons. Write or phone *Freight Traffic Department, Louisville and Nashville Railroad, Louisville 1, Kentucky (JUniper 7-1121).*



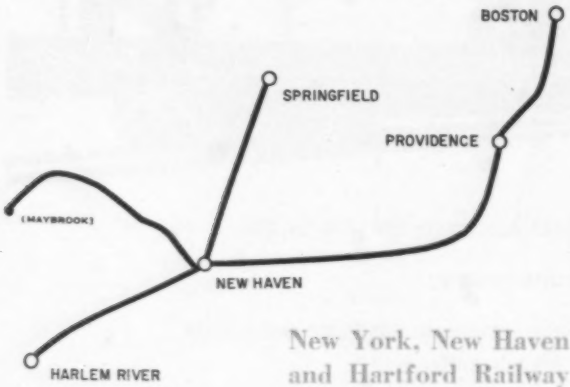
LOUISVILLE AND NASHVILLE RAILROAD

L&N THE DIXIE LINE



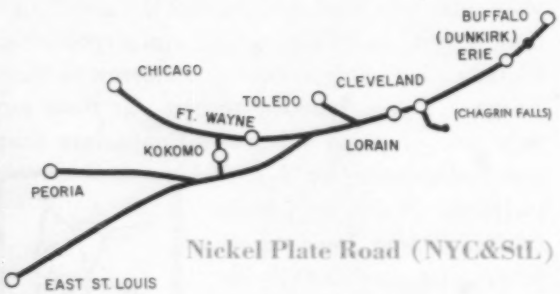
Maine Central Railroad

Plans 1, 2, 3; interline with AT&SF, BAR, B&LE, B&M, CB&Q, C&EI, D&H, DL&W, DT&I, E-L, IC, Ill Term, LV, L&WV, Monon, NJI&I, NYC&StL, PRR, Wabash. Executive in charge of Piggy-Back Development: R. C. Merrow freight traffic manager.



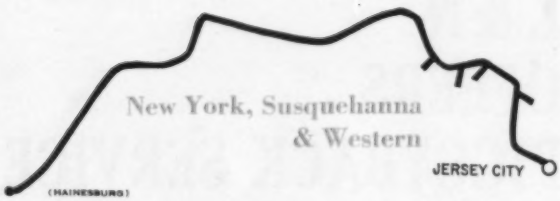
New York, New Haven and Hartford Railway

Plans 1, 2, 3, and 4. Plan 2 interline with AD&N, A&LM, ATSF, B&LE, CB&Q, C&EI, CMStP&P, CofNJ, C&NW, CRI&P, C&S, DL&W, D&RGW, E-L, FW&D, IC, KCS, KO&G, L&H, L&NE, L&WV, LV, L&A, MP, M&StL, MKT, MKTT, MStP&SSM, Monon, NJI&I, NYC&StL, NP, PRR, StLSF, StLSF&T, StLS, SP, T&P, TNM(T&P), UP, Wabash. Rail billed truckload freight at truck competitive rates. Highway common carrier trailers at a per trailer charge. Executive in Charge of Piggy-Back Development: Joseph B. Dowling, coordinator-tofc sales.



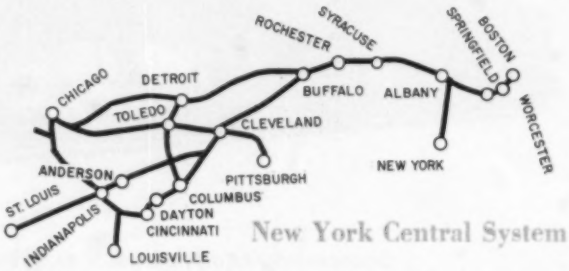
Nickel Plate Road (NYC&StL)

Plans 2, 3, 4; transport tank trailers on flatcars; interline with ACL, AD&N, A&LM, AT&N, AT&SF, B&LE, BAR, B&M, CB&Q, C&EI, C&S, CofGA, CofNJ, C&NW, CMStP&P, CHI&P, D&RGW, DK&S, EL, FEC, FW&D, GB&W, GC&SF, GM&O, GaRR, GN, KCS, IC, IT, L&A, L&N, LV, MEC, MK&T, Monon, P, NYNH&H, NYS&W, NP, P&SF, P&WF, RDG, SAL, StLSF, Soo Line, StLSW, Southern, SP, T&NM, T&NO, T&P, UP, Wabash, WM, WMW&NW, WP. Rail billed truckload freight at truck competitive rates. Executive in Charge of Piggy-Back Development: C. G. Cruickshank, assistant vice president-sales.



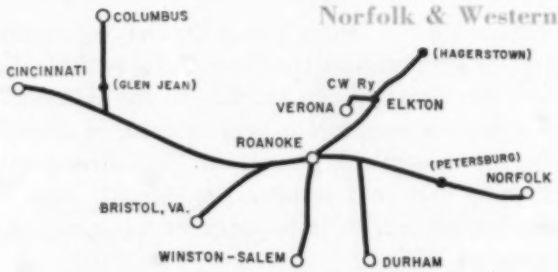
New York, Susquehanna & Western

Plan 2; interline with DL&W, Erie, Rail billed truckload freight at truck competitive rates. Executive in Charge of Piggy-Back Development: D. F. Merriam, vice president-traffic.



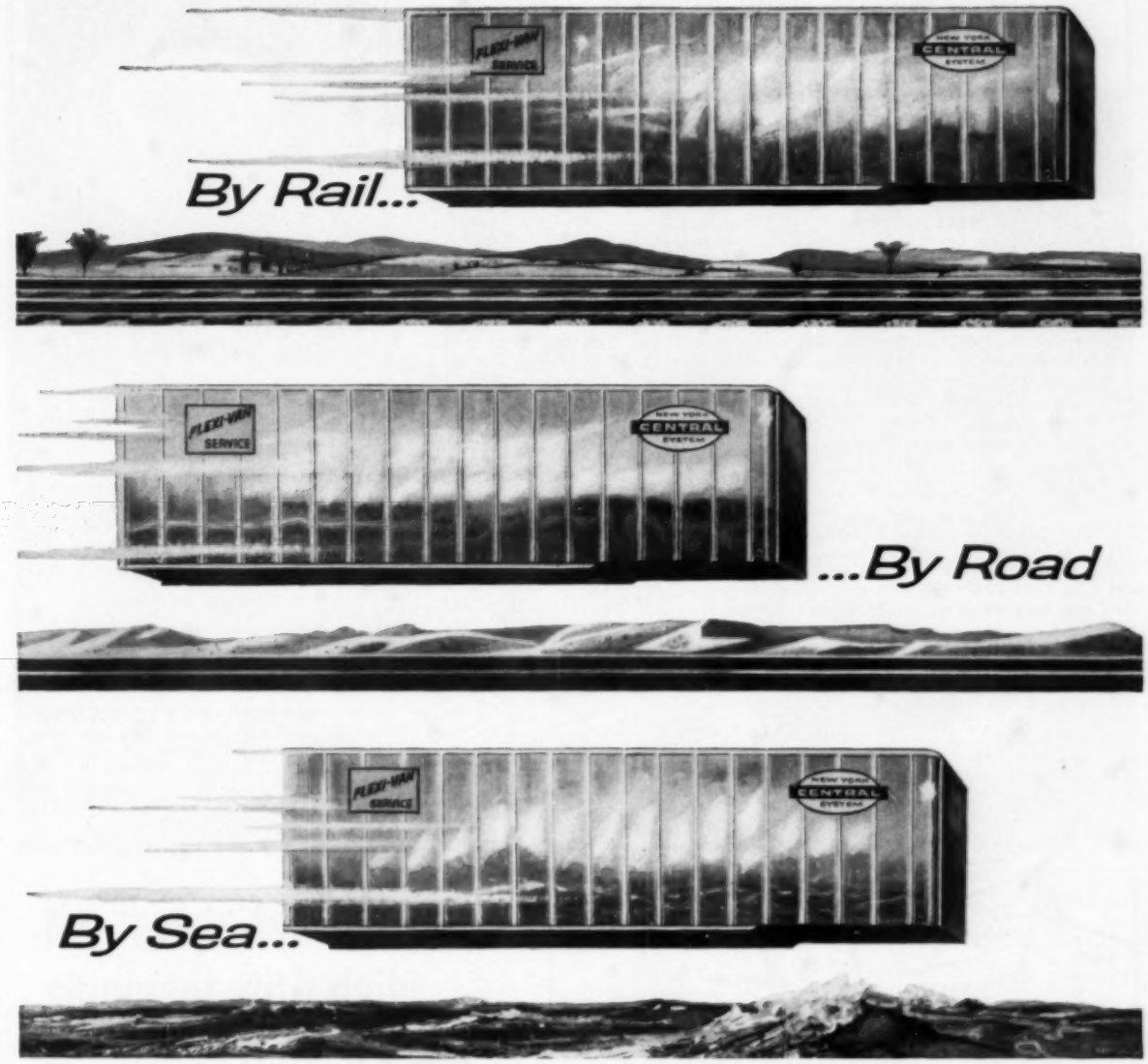
New York Central System

Plans 2, 3, 4, 5; interline arrangements AT&SF, CB&Q, CMStP&P, L&N, MoPac, NYNH&H, StLSW, T&NO, SouPac., negotiating with other lines. Flexi-Van Service, door-to-door employing demountable vans. Handling only freight on rail billing. Arrangements have been made for movement of perishables in refrigerated service. Executive in Charge of Piggy-Back Development: R. L. Milbourne, director-Flexi-Van sales and service. Provide transportation for van-type containers which are interchangeable with other forms of transportation with complete door-to-door service. Through service with other carriers and interline cars carrying containers with other railroads. Vans are interchanged with following steamship companies without transfer of lading: States Marine Lines, U. S. Lines, American President Lines, TransAmerican. Has discharge and loading points for new automobiles on bi-level and tri-level racks.



Norfolk & Western

Plans 1, 2, 3; interline with PRR and WMd via Hagerstown, Md., to Kearney, N. J., and Philadelphia. Via Columbus, Ohio, to Chicago, Detroit, Indianapolis, St. Louis, and Toledo. Via Cincinnati, Ohio, to Hamilton, Ohio. Interline with L&N via Cincinnati, Ohio, to Louisville, Ky., and St. Louis, Mo. Interline with DT&I via Glen Jean, Ohio, to Detroit. Interline with SAL and ACL via Petersburg, Va. Executive in Charge of Piggy-Back Development: Aubrey T. Mason, assistant freight traffic manager. Has discharge points for new automobiles on multi-level racks.



Here's the container of the future that can solve your shipping problems today!* New York Central's Flexi-Van

No matter what you ship or where you ship it, Flexi-Van can work to your advantage. This versatile container delivers from door-to-door, even if either door is miles from a railway terminal. Or even overseas.

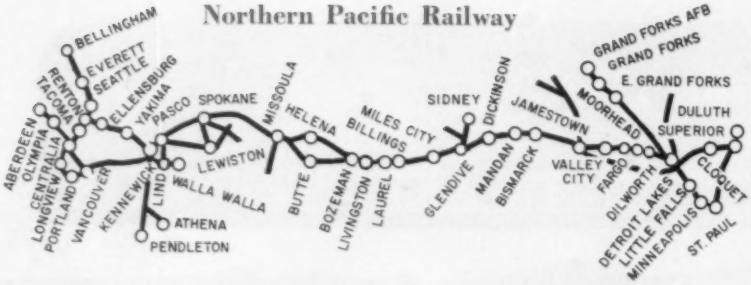
Flexi-Van saves packing costs. Practically eliminates breakage and pilferage. Shippers benefited from Central's Flexi-Van so much that loadings more than doubled in 1960.

NEW YORK CENTRAL SYSTEM

ROAD TO THE FUTURE

*We'll bet you a good cigar that a survey of your present shipping operations will show where Flexi-Van can save you time and money. Write, wire or phone W. M. Hoffman, V.P.-Freight Sales, New York Central, Dept. N, 466 Lexington Ave., N.Y. 17, MU 9-8000.

Northern Pacific Railway



Plans 1 (ltd. app.), 2, 3, 4, 5. Both local and interline service provided on a system-wide basis available to and from all Northern Pacific stations in Montana, Idaho, Washington, Oregon in conjunction with Northern Pacific Transport Co. Interline with all tofc carriers at Twin Cities and in turn with their connections from and to the east, south, southwest. Traffic to and from California and Oregon interchanged with SP at Portland and SP&S via Portland, Pasco, Spokane gateways. Executive in charge of Piggy-Back Development: W. J. Luchsinger, vp-traffic. Has loading and discharge points for new automobiles on bi-level and tri-level racks at most, if not all, ramp points.

Pittsburgh and Lake Erie

The P&LE operates Flexi-Van Service under Plans 2 and 3 as part of the New York Central System. For details and map see New York Central System listing.

Pennsylvania Railroad

Plans 1, 2, 3, 4; interline with AT&SF, ACL, B&M, C&NW, CB&Q, CMStP&P, C&S, CRI&P, D&RGW, GB&W, IC, GN, KCS, M&StL, MKT, MP, NH, N&W, NP, RF&P, Soo, StLSF, SAL, SP, T&P, UP, WAB, Rail Billed lcl freight between Ft. Wayne and Grand Rapids, Indianapolis and Louisville, Indianapolis and Terre Haute only on a daily basis; irregularly between other points. Rail billed truckload freight at truck competitive rates. Highway common carrier trailers at a per trailer charge. Shipper owned or leased trailers or trailers on flatcars at a charge per flatcar. Executive in Charge of Piggy-Back Development: H. E. Simmons, manager-TrucTrain sales. Has loading and discharge points for new automobiles on tri-level racks at Philadelphia, Baltimore, E. St. Louis, Detroit, Norwood, Ohio, Kearny, N. J.

Quanah, Acme & Pacific Railway

Plans 2, 3, 4, and 5; Plan 2 interline with the Frisco and FW&D via Frisco—QA&P-Quanah-FW&D. Plans 3 and 4 in connection with the Frisco and ATSF via Frisco-QA&P-Floydada-Santa Fe. Plan 5 in connection with the Frisco and concurring motor carriers via Frisco-QA&P-Floydada, Texas, thence motor carriers beyond. (See St. Louis-San Francisco.)

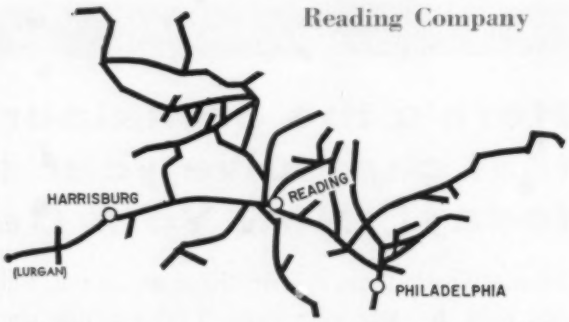
The answer to the question on page 99

It's a ¾" standard machine nut—enlarged many times. It is representative of manufactured items the Rock Island railroad moves quickly, efficiently, and economically millions of ton miles year after year.

Rock Island

ROCK ISLAND LINES
The railroad of planned progress ...geared to the nation's future
CHICAGO 5

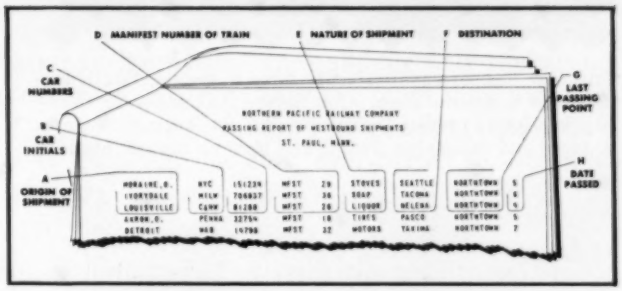
Reading Company



Plans 2 and 3; transport empty tank trailers on flat cars; interline with AD&N, A&LM, AT&N, AT&SF, B&O, CB&Q, C&EI, C&NW, C&S, CMStP&P, CR&P, DT&I, DK&S, D&RGW, FW&D, GC&SF, GN, KCS, KOG, IC, Ill Term, L&A, L&N, M&StL, MKT, Monon, MoPac, MV, NKP, NJI&I, NEO, NP, N&W, OCAA, P&SF, P&WV, PE (SP lines), RS&P, StLSF&T, StLSW, Soo, SP, SP&S, SD&AE, TNM, T&P, T&NO (SP lines), UP, Wab, WM, WP, WMW&NW. Rail billed truckload freight at truck competitive rates. Executive in Charge of Piggy-Back Development: J. H. Miller, Jr., manager-Rail-Highway Trailer Service. Has discharge point for new automobiles on bi-level racks.

We know right where your "freight" is 'cuz we keep tab!

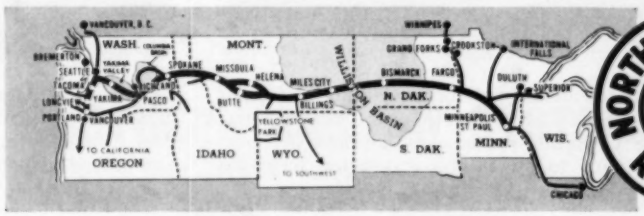
NP "keeps tab" on your shipment with daily "Car-Tab" reports



NORTHERN PACIFIC KNOWS where your shipment is while on NP rails and can tell you anytime you ask about it. It's no secret: it's "Car-Tab," the daily reports each NP office receives about each car while in our possession. That's our way of helping to keep your shipments on time all the time.

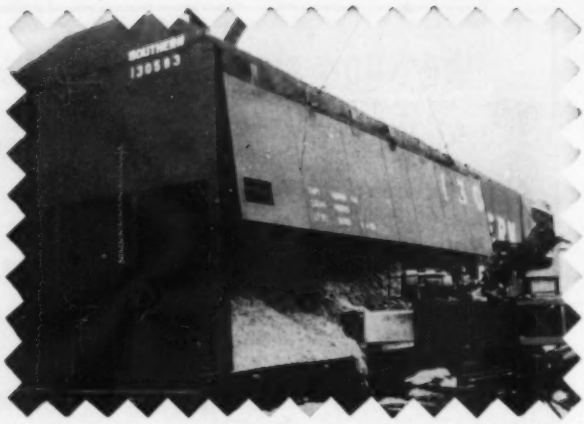
WANT TO KNOW where your freight is? Call your nearest Northern Pacific traffic office.

NORTHERN PACIFIC—
really terrific!



NORTHERN PACIFIC RAILWAY

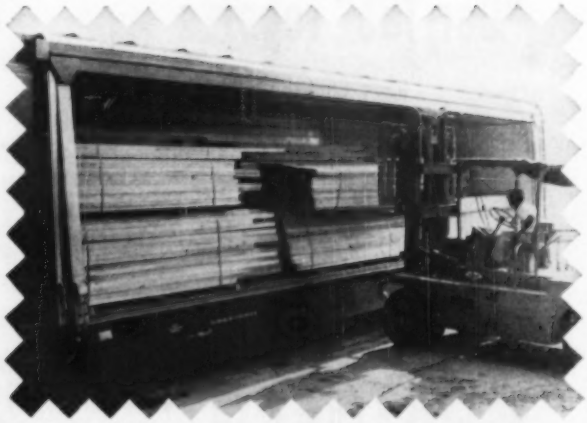
Each of these especially designed 3-level freight cars carries 12 standard automobiles or 15 "compacts" from automobile assembly plants to distribution points along the Southern. Unique loading ramp is shown in foreground.



Two new lightweight, high-capacity "wood chip" cars, designed by Southern, do the work of five former ones. This means substantial savings in freight costs. Further savings result from our new, reduced rates for capacity loading.

Our new "Super-cushion" cars have a special, Southern-designed hydraulic absorption device that soaks up coupling shocks, to protect fragile freight. Packaging costs are reduced and expensive crating and bracing are not needed.

This modern way to handle and haul many kinds of freight faster and better is called "containerized rail-highway freight" service. Container-loaded cars like these are moving on the Southern today in ever-increasing numbers.



This new "all-door" freight box car, designed by Southern, has full-length sides that roll up like your overhead garage door. It's ideal for speedy and economical fork-lift loading and unloading of lumber and many other kinds of freight.

New... and custom-tailored to cut freight and handling costs for Southern shippers!

THE CARS you see here have been specifically designed, not only to lower your freight costs, but to reduce your packaging and handling expenses, too. And they are more than just new freight cars. They're "living examples" of Southern Railway's determination to give you low-cost, ever-better service that keeps pace with the changing transportation needs of the fast-growing territory it serves.

Often this means breaking away from the traditional, doing old tasks in new and better ways. That's fine with us. We will do whatever we can, whenever we can, to offer you the most modern, dependable and efficient rail transportation we can provide.

These new, custom-tailored freight cars are one example of how we are doing it. And there are many more. We hope that putting the accent on your specific needs will mean increased business for us. We *know* it will mean better service for you. Ship Southern and see!

SOUTHERN RAILWAY SYSTEM

"Southern's Accent is on YOU!"

THE SOUTHERN SR SERVES THE SOUTH

Richmond, Fredericksburg & Potomac

Plans 1, 2, 3, 4, 5; interline with B&O and PRR at Potomac Yard, Va.; ACL and SAL at Richmond, Va. Service with PRR and SAL applies between Kearny, N.J., and Philadelphia, Pa., on the one end and Atlanta, Ga.; Birmingham, Ala.; Miami, Fla.; and Tampa, Fla., on the other. Executive in Charge of Piggy-Back Development: W. E. Turner, vice president-traffic and industrial development. Provide transportation for van-type containers which are interchangeable with other forms of transportation. Service provided only when shipper owns containers and these can be carried on standard flatcars. Interline cars carrying containers with other railroads.

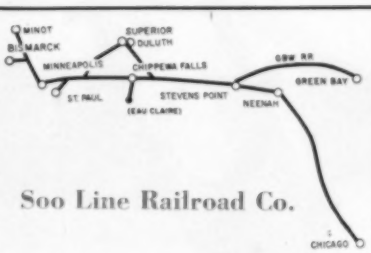
Southern Railway System

Plans 2 and 3. Interline with PRR, B&O, Monon. Has loading and discharge points for autos on bi-level and tri-level racks. Executive in Charge of Piggy-Back Development; W. V. Burke, assistant vice president.

Seaboard Air Line Railroad

Plans 1, 2, 3, 4, 5. Plan 1 interline with PRR-RF&P between Kearny, N. J.; Philadelphia; and Charlotte, N. C.; Charleston, S. C.; Atlanta and Savannah, Ga.; and Jacksonville, Orlando, Tampa, Miami, Fla. Interline also with AT&N, A&WP, ACL, B&O, CC&O, C&EI, CB&Q, CofG, CRI&P, FEC, G&F, GA, GM&O, IC, L&N, MKT, MP, Monon, NYNH&H, N&W, PRR, RF&P, S&A, SLSF, St. Marys, WofA. Executive in Charge of Piggy-Back Development: R. L. Mott, manager, tofc traffic. Has loading and discharge points for new automobiles on tri-level racks at most ramp locations.

Plans 1 (limited), 2, 3, 4, 5. Interline with AT&SF, B&O, C&EI, CRI&P, E-L, GN, GB&W, Monon, NKP, NP, PRR, Wabash. Rail billed LCL freight at rail rates. Rail billed truckload freight at truck competitive rates. Executive in Charge of Piggy-Back Development: G. J. Morley, traffic manager-rail-van-mdse. service.



Soo Line Railroad Co.

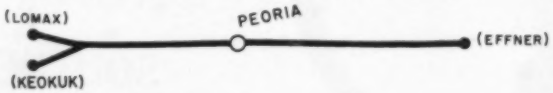
St. Louis Southwestern Railway

Plans 2, 3, 4; interline with B&LE, B&M, B&O, CB&Q, C&EI, CRRNJ, C&NW, CRI&P, C&S, CStPM&O, RDG, D&H, DL&W, E-L, FWDC, IC, L&A-KCS, LI, L&N, L&NW, LV, MKT, MoPac, M&StL, NJI&I, NKP, NL&G, NYNH&H, NYS-&W, PRR, SP, StLSF, T&P, Wabash, WM. Rail billed truckload freight at truck competitive rates. Highway common carrier freight of subsidiary company, with some rail billed lcl freight in return. Executive in Charge of Piggy-Back Development: G. W. Heuermann, general traffic manager at St. Louis-E. St. Louis and Shreveport, La., are load and discharge points for autos on tri-level racks.

Texas and Pacific Railway

Plans 2, 3, 4, 5. Transcontinental rates through El Paso with the SP and Sweetwater, Texas with the Santa Fe. Interline rates through St. Louis, Kansas City and Omaha gateways in connection with MP, CRI&P, KCS, MKT, StLSW, StLSF; with all lines north thereof that have TOFC service; the L&N through New Orleans; the Frisco through Shreveport and New Orleans, La.; the Frisco, L&N, and IC through Memphis between limited origins and destinations in the Southeast and all stations on the TP, T-NM, WMW&NW. Plan 5 rates within the Southwest; from and to points in Southwestern Territory; from and to points in Southern and Rocky Mountain Territories; as intermediate carrier on Transcontinental traffic; M. L. Craig, manager piggy-back sales. Has loading and discharge points for new automobiles on bi-level and tri-level racks. (See also Missouri Pacific listing).

Toledo, Peoria & Western Railroad Co.



Plans 1, 2, 3; interline. Executive in Charge of Piggy-Back Development: J. R. Coulter, president.

Get the right size for your shipping!

Fitting just the right service to the exact need can mean lower shipping charges. That's mighty important if you're paying the freight on shipments in or out of your territory.

Somewhere in the picture of Seaboard's modern, flexible freight operations — in rates, specialized equipment and services, including Piggyback — there are very likely some welcome surprises for you — some *practical* ways to cut the transportation portion of your *over-all* distribution costs.

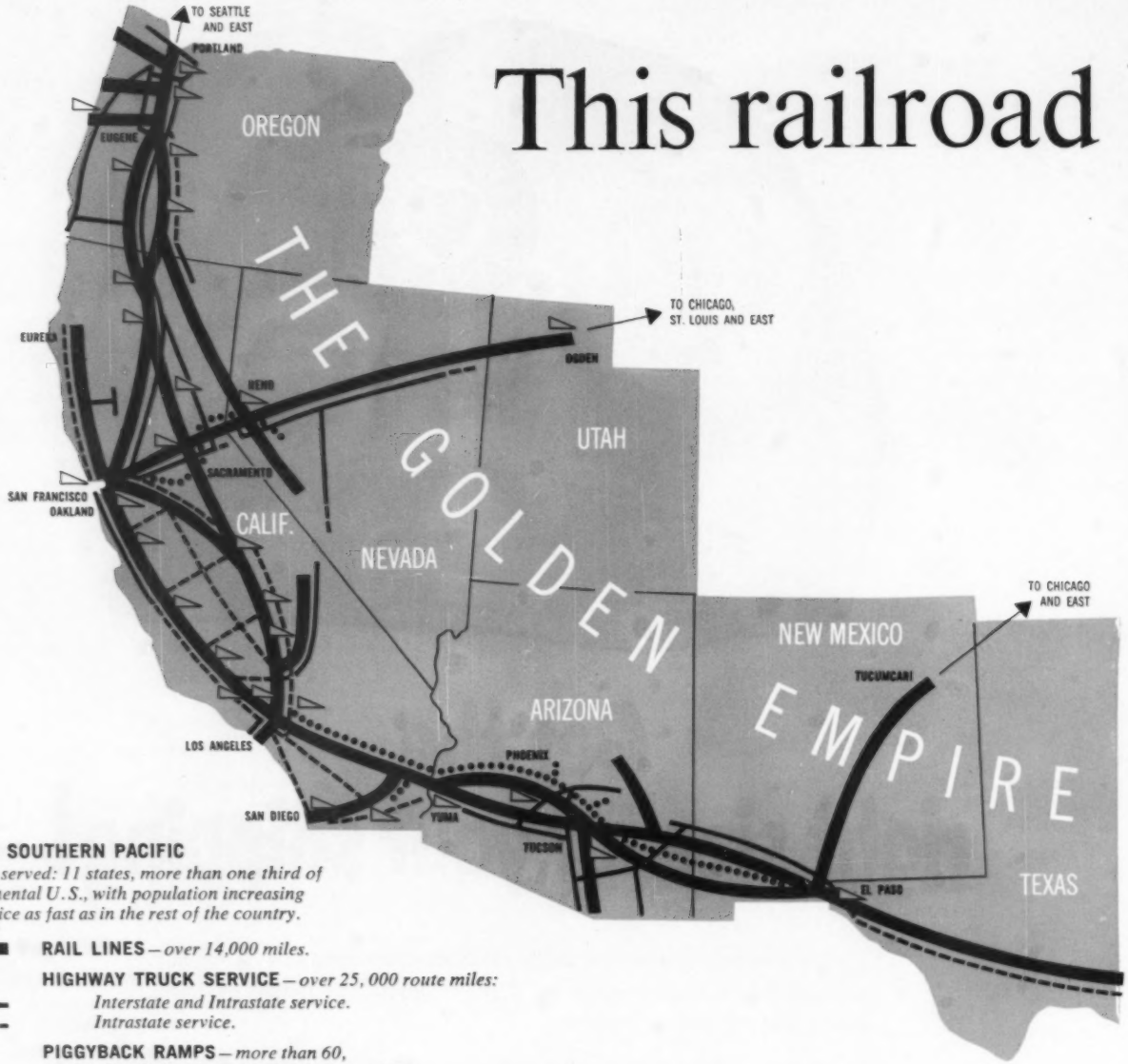
Why not call your nearest Seaboard representative soon and find out?

Seaboard is meeting the need for constantly expanding Piggyback service.

SEABOARD
AIR LINE
RAILROAD

THE ROUTE OF COURTEOUS SERVICE

This railroad



HERE IS SOUTHERN PACIFIC
Territory served: 11 states, more than one third of the continental U.S., with population increasing nearly twice as fast as in the rest of the country.

RAIL LINES – *over 14,000 miles.*

HIGHWAY TRUCK SERVICE – *over 25, 000 route miles:*
Interstate and Intrastate service.
Intrastate service.

PIGGYBACK RAMPS – *more than 60, serving hundreds of surrounding communities.*

PETROLEUM PIPELINES – *more than 1,500 miles of line.*

TRAINS *A fleet of over 2,000 diesel units (providing three million horsepower) pull an average of 725 S.P. freight trains every day, hauling more than 300,000 tons of freight.*

TRUCKS *S.P.'s highway fleet provides line-haul and local service – truckload or LTL, as well as coordinated rail-truck operations, including Piggyback and rail pickup and delivery.*

is more than trains

Southern Pacific meets the expanding needs of shippers in the Golden Empire we serve with trains, trucks, Piggyback and pipelines.

In the part of the U.S. that is growing faster than any other, shippers are getting diversified, progressive transportation from the carrier that serves the area most widely.

Southern Pacific provides:

- A freight car fleet of more than 85,000 cars, including over 17,400 "wide-door" box cars and many different specialized cars.
- A modern highway truck fleet of 5,960 units.
- The largest fleet of Piggyback equipment in the U.S.
- Petroleum pipelines serving five Western states.

For fast, careful handling of your shipments in the Golden Empire by whatever means best suit your needs, specify Southern Pacific. S.P. traffic representatives are located in most large cities.

Southern Pacific

PIGGYBACK *is S.P.'s fastest growing service—volume increased 37% in 1960 over 1959. Overnight service is provided between many major shipping points.*

PIPELINES *Two systems—between Northern California and Nevada, and from Southern California and El Paso to Arizona—carry petroleum products over 1,500 miles of line.*

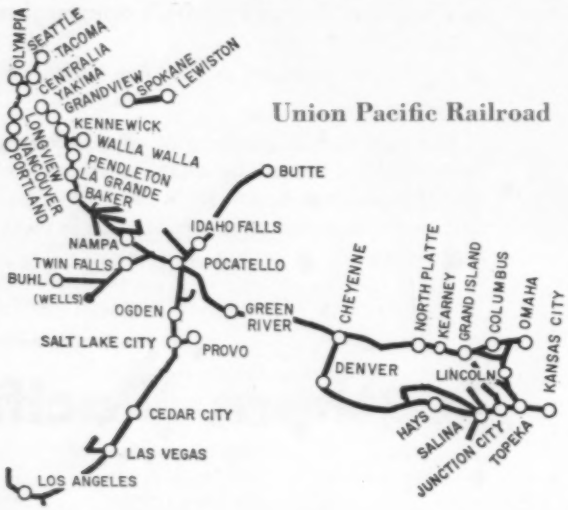
Pacific Lines

Plans 1, 2, 3, 4, 5; interline with SP&S, D&RGW, YW, SD&AE, VE, WT Co., AT&SF, GN, NP, NWP, PE, P&SR, SI, UP. Also joint rates with various lines in transcontinental service on limited commodities eastbound and westbound. Transport tank trailers on flatcars. Rail billed lcl freight at rail rates at our convenience when tonnage warrants. Rail billed truckload freight at truck competitive rates. Highway common carrier trailers at a per trailer charge. Transports van-type containers which are interchangeable with other forms of transportation. Complete door-to-door service. Provide service only when the shipper owns the containers and these can be carried on standard flatcars. Interline cars carrying containers with other railroads and participate in a tariff for the movement of containerized household goods. Has loading and discharge points for new automobiles on multi-level racks.

Southern Pacific Co.

Texas and New Orleans

Plans 1, 2, 3, 4; interline with all lines operating TFC service. Rail billed lcl freight at rail rates. Rail billed truckload freight at truck competitive rates. (T&NO is Texas and Louisiana operation of SP.) Executive in Charge of Piggy-Back Development: G. E. Miller, gtm. Has loading and discharge points for new automobiles on multi-level racks.



Union Pacific Railroad

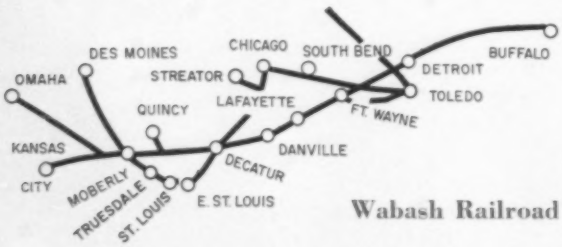
Plans 1, 2, 3, 4, 5; interline exchanging equipment with many connecting lines in offering transcontinental service. Interline and exchange of equipment with CMStP&P, C&NW, IC, SP, UP, Wabash, WP, others. Flatcars owned by UP; tractors and trailers owned by Union Pacific Motor Freight Co. Executive in Charge of Piggy-Back Development: J. R. MacAnally, vp-traffic. Loading and discharge facilities for autos on tri-level racks at Los Angeles, Salt Lake City, Ogden, Denver, Cheyenne, Portland, Vancouver, Wash., Seattle, Tacoma, Spokane.

Western Pacific Railroad

Plans 1, 2, 3, 4, 5; Plan 1 SF Bay Area—Central Valley California points to Salt Lake City. Plan 2 local and transcontinental interlining with AT&SF, D&RGW, GN, UP. Plan 4 transcontinental interlining with same. Executive in Charge of Piggy-Back Development: C. G. Hartje, Jr., sales manager-tofc service and containerization. Has loading and discharge points for new automobiles on tri-level racks.

Western Maryland Railway

Plans 2 and 3; interline with major roads to provide service to about 1800 stations in Western Trunk Line, Southwestern Lines, and Eastern territories. Rail billed truckload freight at truck competitive rates. Executive in charge of Piggy-Back Development: William L. Weinacht, rail-truck tm. Has discharge point for new automobiles on tri-level racks.



Wabash Railroad

Plans 1, 2, 3, 4; 5. Limited transport of tank trailers on flatcars. Interline with AA, A&LM, ACL, AD&N, AT&N, AT&SF, B&M, B&O, CB&Q, C&EI, C&IM, C&NW, CRI&P, CofGA, CRRNJ, C&S, D&H, DK&S, DL&W, D&PS, E-L, FEC, FW&D, GC&SF, IC, IT, KCS, KO&G, L&A, L&HR, LI, L&N, L&NE, LV, L&WV, MKT, MKTT, MP, M&StL, Monon, NJI&I, NKP, NL&G, NYNH&H, NYS&W, PRR, P&SF, RDG, StLSF, StLSFT, StLSW, SAL, SP, TNM, T&NO, T&P, UP, WMW&NW, WM. Executive in Charge of Piggy-Back Development: William G. Duchek, manager-trailer-train service. Has loading and discharge points for new automobiles on tri-level racks.

LOAD TWO ON ONE CAR

...when you ship by Union Pacific

TWO trailer loads on one 85-foot flat car makes sense to many off-track shippers.

Union Pacific's growing fleet of these long flat cars provides excellent piggyback service in the West.

An increasing number of ramp stations makes loading and unloading fast and convenient. Your shipments move quickly between the rail ramp points and your plant.

Impact-free hitches to anchor the trailers help your shipments go smoothly and safely all the way.

In fact, whenever you ship in or through the West, you can depend on Union Pacific for expert freight service. Call us next time.

UNION PACIFIC Railroad

Here's how 34 railroads are beating the boxcar shortage

SINCE 1956, 34 MAJOR RAILROADS HAVE UPGRADED MORE THAN 200,000 BOXCARS WITH

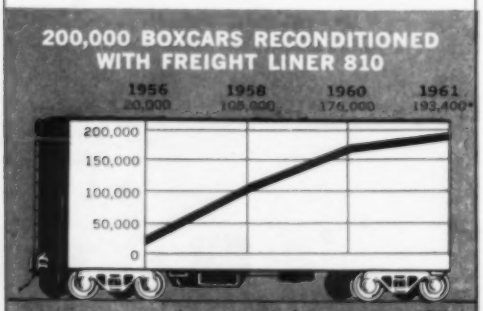
Freight Liner 810

Today, 34 major railroads are using the ADM Freight Liner upgrading system to beat the boxcar shortage. Freight Liner 810 is the fastest, most economic answer to this perennial problem.

One man can upgrade 15 cars a day into Class A condition using ADM Freight Liner 810—at any time—at any place on a railroad.

Railroads hauling grain, flour, paper, tobacco, bauxite and many other commodities have found this plastic-and-fiberglass treatment a quick way to provide usable boxcars. Freight Liner seals rough and broken walls and corners with a smooth, tough surface that is moisture-proof and easy to clean. Freight Liner 810 is F.D.A. approved for shipment and storage of bulk foodstuffs.

Let us show you how economically and quickly you can get more usable Class A cars. Write, wire or phone us.



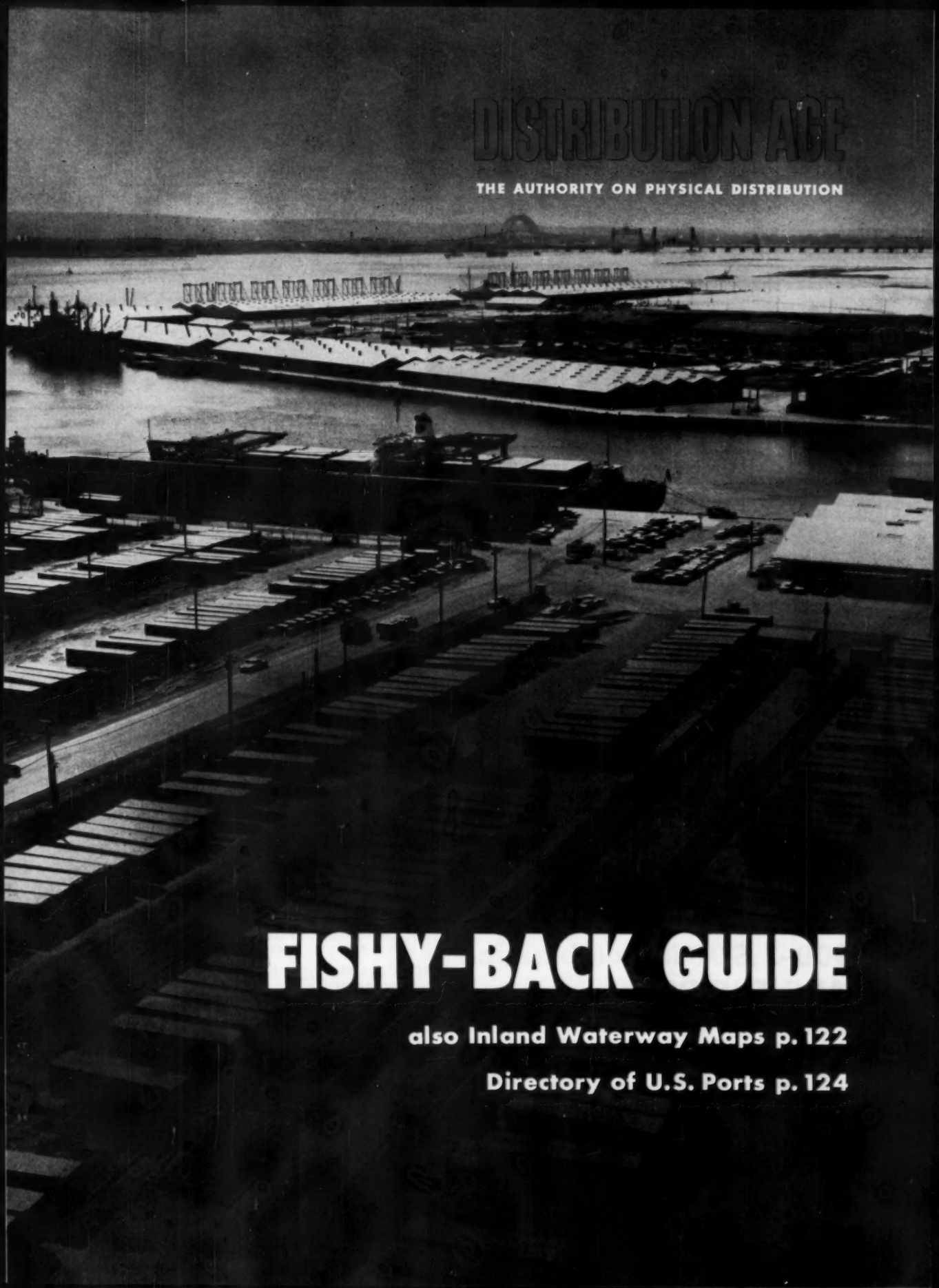
ADM Freight Liner PRODUCTS

Archer-Daniels-Midland

761 INVESTORS BUILDING
MINNEAPOLIS 2, MINN.

DISTRIBUTION ABE

THE AUTHORITY ON PHYSICAL DISTRIBUTION



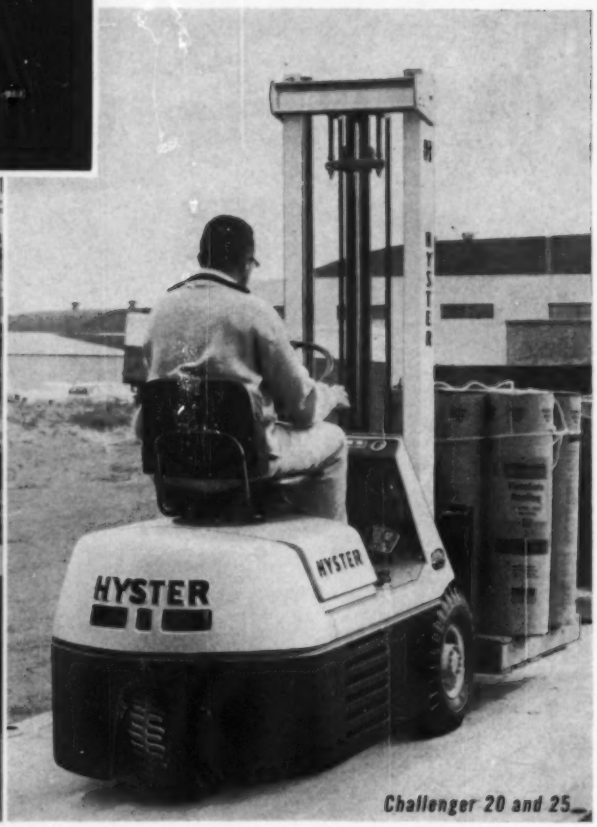
FISHY-BACK GUIDE

also Inland Waterway Maps p. 122

Directory of U.S. Ports p. 124

HYSTER

SpaceSaver 20 and 25



Challenger 20 and 25

SEE WHY THIS All-New 2,000-2,500 lb. combination LEADS THE PACK!

HYSTER® has it!

MONOTROL CONTROL—One-foot forward-reverse and acceleration for perfect control, safety, fatigue-free operation.

FAST LIFT SPEED—Beats anything near its weight class—105 fpm with 2,000 lb. load.

HIGHEST LIFT—Lowest overhead clearance with low-profile uprights!

TOP ACCESSIBILITY—Instant access to engine for daily maintenance and inspection—only a few seconds more to expose entire power train.

HUMAN ENGINEERED—Clean, functional design for best visibility, operator comfort. Compact for safe movement in the tightest spots.

Call your Hyster dealer for a demonstration.

INDUSTRIAL TRUCK DIVISION—Lift trucks and attachments, mobile cranes, straddle carriers
TRACTOR EQUIPMENT DIVISION—Construction and logging equipment; Heavy-duty trailers
INTERNATIONAL DIVISION—Overseas truck and tractor manufacturing, sales and service

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HYSTER COMPANY
INDUSTRIAL TRUCK DIVISION
P. O. Box 847 • Danville, Illinois

Fishy-Back Guide

A FAMILIAR sight these days in U. S. ports is a crane lifting a container on board a ship. It shows increased awareness of this cure for many transportation ills like reopening containers and repeated documentation when traveling across continents. This year the number of ship lines providing containerization service has increased.

In this Fishy-Back Guide, DISTRIBUTION AGE makes public its detailed survey that shows an increase in the ship lines handling containers and trailers. It contains a list of ports served by each line and types of containers and trailers used.

We made a study of which lines provide transportation for containers or trailers. We also investigated the handling of containers, whether or not the service is on a door-to-door basis, and whether the trailers or containers are provided by the lines.

Six of the answering lines handle both trailers and containers. Seven of the lines transport household goods in containers. Five of them provide a complete door-to-door service.

In fishy-back, containers are handled on containerships, trailerships, below deck on regular ships, or as deck cargo on regular ships. To facilitate handling, one line has through rates and service under one bill of lading. Both highway and railroad common carriers have cooperated with the line in this venture.

What are the things which hinder complete acceptance of the containerization program? They include handling arrangements, size standards for containers, and variations in tie-down systems. Port authorities in many important ports are installing heavy-lift equipment. Container makers are evolving better and better containers and standard sizes have been adopted. Ship builders are considering the lifting of deck heights to accommodate containers.

The number of lines offering containerization may seem small. But the survey shows an increase since the past year. Among shippers the hope has been expressed that more lines will show interest in this integrated shipping.●

REPRINTS of the Fishy-Back Guide are available by writing to the Editor, DISTRIBUTION AGE, 56th and Chestnut Sts., Philadelphia 39, Pa.

Alaska Steamship Co.

Containers which are interchangeable with other types of carriage are transported on **general cargo ships.** They are carried both on deck and below deck. The carrier provides the containers for this service.

Types of Containers: 24-ft wheel-less van with refrigerator equipment; 12-ft dry steel boxes with a 540 cu ft capacity; 6-ft dry steel boxes with a capacity of 144 cu ft; and 6-ft cribs, collapsible wooden crates with 60 cu ft capacity.

Company operates in coastwise service. Will carry loaded containers that are owned by shipper.

Ports: Ketchikan, Petersburg, Juneau, Seattle, Seward (Anchorage, Fairbanks and way via Alaska RR). Sitka, Valdez (Anchorage, Fairbanks and way via highway).

Transports household goods in containers. Provides through service under one bill of lading with Alaska Railroad for transportation of general commodities.

American President Lines

Containers which can be interchanged with inland carriers are carried on **combination containerships** as well as on **general cargo ships.** On the latter they are carried both as deck cargo and below deck. The carrier provides containers for this service.

Types of Containers: Fruehauf cargo-van with 20-ft length and capacity of 1118 cu ft; Strick container with 17-ft length and capacity of 930 cu ft; plywood-steel frame container 7 x 6 x 7; plywood-steel frame container

Fishy-Back Service

	Provide Transportation For		On Special Ships		On General Cargo Ships							
	Containers	Trailers	Containerships	Trailerships	Below deck	Deck cargo	Barges	Provides trailers or containers	Transport only those provided by shipper	Coastwise	Transport HHG.	Door-to-door
Alaska Steamship Co.	Y	N	N	N	Y	Y	N	Y	N	Y	Y	N
American President Lines	Y	N	Y	N	Y	Y	N	Y	N	N	Y	N
Grace Line	Y	—	Y	—	Y	—	—	Y	N	N	Y	Y
Isbrandtsen Co., Inc.	Y	Y	N	N	Y	Y	N	Y	N	N	N	N
Matson Navigation Co.	Y	—	Y	—	—	Y	N	Y	Y	N	N	Y[1]
Norfolk, Baltimore & Carolina Line	Y	Y	N	Y	N	N	N	Y	N	N	N	Y
Norton, Lilley & Co., Inc.	Y	N	—	—	Y	—	N	—	Y	—	Y	—
Sea-Land Service	N	Y	N	Y	N	N	N	Y	N	Y	—	Y
Sea-Land of Puerto Rico	N	Y	N	Y	N	N	N	Y	N	Y	Y	Y
Seatrain Lines, Inc.	N	Y	N	Y[2]	—	—	—	Y	N	Y	N	Y
States Marine Lines	Y	Y	N	N	N	Y	N	Y	N	N	Y	N
Transamerican Steamship Corp.	Y	N	N	N	Y	Y	N	Y	N	N	Y	Y
United Fruit Co.	Y	N	—	—	Y	—	—	Y	—	N	N	N
United States Lines	Y	N	N	N	Y	Y	N	Y	N	N	Y	N

[1]—Pickup only. [2]—Special-design ships.

Fishy-Back Guide...

6 x 6 x 4; plywood-steel frame with measurements of 7 x 8 x 8.

Will transport containers that are owned by the owner of the cargo.

Ports: San Francisco, New York, Los Angeles, Japan.

Transports household goods overseas in containers loaded at shipper's residence.

Grace Line, Inc.

Containers suited to interchange with other types of carriage are handled above and below deck on **conventional ships.** The company has two **containerships** which will be placed in service when foreign labor problems have been solved. The carrier provides containers for this service.

Complete door-to-door container service including pick-up and delivery. Transports containers which are owned by owners of cargo.

Transports household goods overseas in containers loaded at shipper's residence.

Isbrandtsen Co., Inc.

Containers and trailers are handled on **conventional ships** both above and below deck. Containers and trailers are provided on a rental basis by the carrier.

Ports: Oakland and San Francisco, Calif., to San Juan and the East Coast, USA.

Matson Navigation Co.

Containers which can be interchanged with other types of carriage are transported on **containerships** and as deck cargo on **conventional ships.** Matson provides the containers for this service.

Types of Containers: Dry container, 24 ft x 8 ft x 8 ft 6½ in. (high). Usable cube of the dry container is 1415 cu ft. Refrigerated container, 24 ft x 8 ft x 8 ft 6½ in. (high). Usable cube for 80000 Series 1046 cu ft and for 85000 series 994 cu ft.

Carrier provides pickup service but not delivery. Containers owned by the shipper also are transported.

Ports: Terminals for loading containers are in San Francisco, Los Angeles, and Honolulu. Terminals in California containerize freight originating throughout the state as well as some which originates in Chicago and New York. The freight originating in eastern cities moves to either San Francisco or Los Angeles in rail cars. There it is containerized. In the islands, container service is currently limited to the island of Oahu.

Norfolk, Baltimore and Carolina Line, Inc.

Containers and trailers are transported on **trailerships,** the ship line providing the containers or trailers.

The company provides a complete door-to-door service including pickup and delivery.

Ports: Trailership operation is between the ports of Baltimore and Norfolk. At Baltimore the company's facilities are located at Pier 5, Pratt St. The Norfolk facilities are at 937 East Water St. New facilities are being constructed for the loading and discharging of trailers and containers.

Company participates in joint water-truck and truck-water-truck rates and routes embracing a large area. More than 50 motor carriers participate with the ship line. They publish class and commodity rates from points in the following states: Connecticut, Massachusetts, and Rhode Island; New York, Pennsylvania, New Jersey, Delaware, Maryland, Virginia (Northern Neck Area), and West Virginia; also, Illinois, Indiana, Michigan, Ohio, and Wisconsin. Also, from the New England States listed, as well as the Middle Atlantic States to points in North Carolina and Virginia. Also, from Baltimore, Md., to points in North Carolina and Virginia.

Norton, Lilly & Co., Inc.

Containers designed for interchange with inland carriers are carried below deck on conventional ships. The ship line provides containers for valuable cargoes.

Types of Containers: Containers are 30-40 ft long with 3 and 4 ton capacities.

Company transports containers that are owned by the owners of the cargo.

Ports: Container service is available at any of the larger ports.

Transports household goods in containers.

Sea-Land Service, Inc.

Trailers are carried on **trailerships.** They are provided by the ship line.

Types of Trailers: Sea-Land uses Fruehauf trailers. Open-top and van trailers are 35-ft long with maximum cargo weights of 45,000 lb. Reefers are 32-ft long with maximum cargo weight of 42,000 lb and cubic capacity of 1520 cu ft.

Company provides complete door-to-door trailer service including pickup and delivery. Carrier transports only its own trailers, not those of the shipper.

Ports: Port Newark, Houston, Jacksonville. Through Port Newark this carrier serves Maine, Massachusetts, Connecticut, Vermont, New Hampshire, Rhode Island, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, and Illinois. Through Houston it serves Texas, Louisiana, and Mexico. Through Jacksonville it serves Florida, Louisiana, and Georgia.

Sea-Land has concurrences with other carriers (rail and highway) to cover areas where it does not have rights.

The company is now building trailerships which will be used on its recently inaugurated Intercoastal Service. This service will link Port Newark, N.J., with Los Angeles, San Francisco, Stockton, Oakland, Alameda, California, and Portland, Ore. This trailership operation will start early in 1962. The company offers an interim breakbulk operation to these ports from Newark using conventional ships.

Sea-Land of Puerto Rico

Trailers, provided by the ship line, are transported on **trailerships.**

Types of Trailers: Van, open-top, and refrigerated Fruehauf trailers are used. Vans and open tops are 35-ft long with a maximum cargo capacity of 45,000 lb. Reefers list a maximum cargo weight of 42,000 lb and a cubic capacity of 1520 cu ft.

Carrier provides a complete door-to-door service including pickup and delivery. No service is provided for shipper-owned trailers.

Ports: Jacksonville, Newark, Ponce, San Juan, and Mayaguez, providing service to Puerto Rico, Virgin Islands, and continental U. S.

Household goods are transported between the U. S. and Puerto Rico and Virgin Islands.

Sea-Land has concurrence with other carriers (rail and highway) to cover areas where it does not have rights.

Seatrain Lines, Inc.

Trailers, containers, and railroad cars are transported on **special-design ships.** They are carried above and below deck. The ship line provides trailers for this service.

Seatrain provides a complete door-to-door trailer service including pickup and delivery. Shippers' trailers are not handled.

Ports: New York, New Orleans, and Texas City (Houston). From New York Seatrain handles its own equipment in port area. Outside port area, the company has joint rates with the New England Transportation Co. in New England and with the Reading Transportation Co. in the New Jersey-Pennsylvania area. From the Port of New Orleans (Belle Chasse) Seatrain serves the port area direct. It connects with the KCS-L&A to serve Louisiana and Texas. In this case the equipment is handled piggy-back. The company's own equipment in the Port of Texas City (Houston) area provides service. The company connects with the MKT railroad, which serves various Texas points via piggy-back. Also has joint rates through Texas City with the Alamo Express, Inc.

Has through rates and through service under one bill of lading in cooperation with both highway and railroad common carriers. (See port information above.) Cooperating carriers are Alamo Express, Inc.; Kansas City Southern Railway Co.; Louisiana and Arkansas Railway Co.; Missouri-Kansas-Texas Railway Co.; New England Transportation Co. (subsidiary of the New Haven Railroad); and Reading Transportation Co. (subsidiary of the Reading Railroad).

States Marines Lines

Containers and trailers are carried as deck cargo on **conventional ships.** The carrier supplies the container or trailer for this service.

Type of Container: Flexi-Van.

Company provides partial inland service as well as the ocean transportation for trailers and containers. No coastwise service is offered and no service involving shipper's equipment.

Ports: All ports of call. Vessel's gear is used for loading and unloading.

Household goods are transported overseas in containers for the van lines.

Transamerican Steamship Corp.

Containers suited to interchange for inland shipment are carried as deck cargo and below deck on **conventional ships.** The carrier provides the containers for this service.

Types of Containers: Flexi-Van Marine-Type 35 ft x 8 ft 6 in. x 8 ft; Strick-Tainer Marine-Type 20 ft x 8 ft 6 in. x 8 ft; Conex Box 8 x 8 x 8 ft; and C.T.I. 13 ft x 8 ft x 6 ft 6 in.

Container service is provided as a complete door-to-door service including pick-up and delivery. Will transport containers that are owned by the owner of the merchandise.

Ports: Port Newark, N. J., for all U. S. points. San Juan, Puerto Rico, for all of Puerto Rico.

Will transport household goods in containers.

United Fruit Co.

Containers which can be interchanged with other forms of transportation are handled. They are transported below deck on **conventional ships.** The carrier provides containers for this service. This service is on a limited basis.

United States Lines Co.

Containers are transported below deck and on deck on **conventional ships.** The carrier will supply containers for this service.

Types of Containers: Dravo 274 cu ft capacity, Jeta 376 cu ft, H and H 281 cu ft, Safrap 287 cu ft, Fruehauf 772 cu ft, CTI 292 cu ft, Strick-tainer 1200 cu ft, P and A 810 cu ft, Highway 348 cu ft, Jeta Standard 380 cu ft, Large type CTI 667 cu ft, collapsible plywood 124 cu ft.

Will transport containers that are owned by the owners of the cargo. Transports household goods overseas in containers.

cti

A WORLD-WIDE SERVICE FOR CONTAINERIZED CARGO

A leader in the field of containerization, CTI shipped over 32,000,000 pounds of household goods alone last year in a fleet of 4,000 containers—an average of 75 container shipments per day.

CTI's service can simplify *your* shipping problem for any cargo, any destination because all shipments from points within the U.S. to overseas areas move on a single bill of lading; costs are based on one thru-rate from origin to destination.

Call or write *now* for complete details on container rentals, thru-rates for household goods or any cargo.

CONTAINER TRANSPORT INTERNATIONAL INC.
17 State St., N.Y. 4, N.Y.
WHitehall 3-3240

Offices in major cities throughout the world.

Inland Waterways

NAVIGABLE LENGTHS AND DEPTHS[1] OF UNITED STATES INLAND WATERWAY ROUTES

GROUP	Length in Miles of Waterways					
	Under 6 ft.	6 to 9 ft.	9 to 12 ft.	12 to 14 ft.	14 ft. and over	Total
Atlantic Coast Waterways (exclusive of Atlantic Intracoastal Waterway from Norfolk, Va., to Key West, Fla.) but including New York State Barge Canal System.	1,563	1,445	589	965	1,241	5,803
Atlantic Intracoastal Waterway from Norfolk, Va., to Key West, Fla.	—	158	65	1,104	—	1,327
Gulf Coast Waterways (exclusive of Gulf Intracoastal Waterway from St. Marks River, Fla., to Mexican Border)	2,174	819	2,095	270	372	5,730
Gulf Intracoastal Waterway from St. Marks River, Fla., to Mexican Border (including Plaquemine-Morgan City Alternate Route)	—	—	—	1,173	—	1,173
Mississippi River System	4,829	1,491	5,008	755	268	12,351
Pacific Coast Waterways	733	515	237	27	461	1,973
All Other Waterways	100	148	14	8	369	639
Grand Total	9,399	4,576	8,008	4,302	2,711	28,996

1 Generally, the mileages are shown by authorized depths. In those instances where no authorized depths were assigned to the waterways, the controlling depths are used. "Authorized Depths" mean depths authorized by the Congress of the United States in legislation authorizing the improvement of waterways.

Source: Based on tabulation of "Mileage of United States Waterways Authorized for Improvement and Improved by the Corps of Engineers", issued June 30, 1958 (latest available) by the Board of Engineers for Rivers and Harbors, Corps of Engineers, United States Army.

TRAFFIC TRANSPORTED ON INLAND WATERWAYS OF U. S. (EXCLUSIVE OF GREAT LAKES), FOR CALENDAR YEARS SHOWN

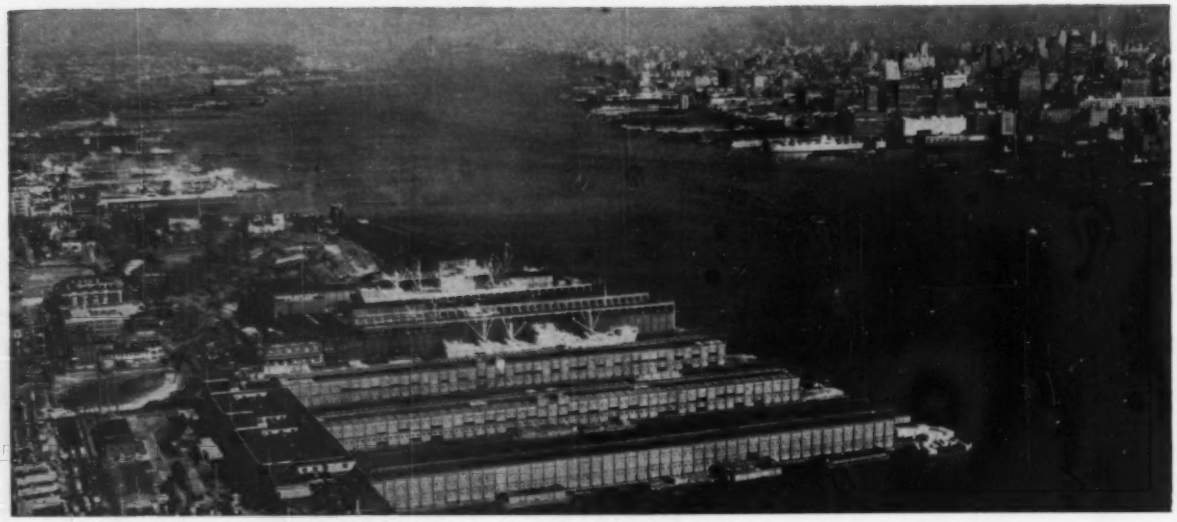
Year	Net Tons of 2,000 Pounds [1]	Ton-Miles
1931	179,735,000	9,233,369,320
1940	366,835,582	22,411,961,000
1950	[2] 297,694,832	51,656,637,000
1954	[2] 319,780,826	82,503,839,000
1955	[2] 362,555,910	97,662,567,000
1956	[2] 384,097,615	109,313,274,000
1957	[2] 391,889,975	114,561,469,000
1958	366,493,823	109,131,151,000
1959	388,990,218	116,678,739,000

1 Figures are after elimination of known duplications resulting from reporting of identical shipments over two or more waterways except that the figures for 1947 and subsequent years represent orginated traffic.

2 Figures for 1947 and subsequent years appear low as compared with those of previous years for the reason that the traffic for 1947 and subsequent years was compiled by the Corps of Engineers for Rivers and Harbors under a new statistical system with mechanical tabulating processes which analyzed the traffic and eliminated duplications more thoroughly than in the years prior to 1947.

Source: Corps of Engineers, Department of The Army.

of the United States



Directory of U.S. Ports

Listed below are the centers of U. S. import and export commerce. For each there is a list of facilities, ship lines, warehouses, and promotion groups. These groups will supply additional data

Port of Baltimore

Baltimore's imports in 1960 totaled 18,001,211 long tons. Her exports totaled 4,397,188 long tons. There were 5459 sailings.

PIERS AND FACILITIES—32 covered and open piers and facilities for loading and/or unloading 90 vessels. 12 piers and wharves for vessels in coastwise trade and for storage.

Public Ore Piers are B&O, Curtis Bay; Canton RR Cottman Pier, Lower Canton; PRR, Lower Canton; WMRwy., Port Covington. Coal Loading Piers are B&O, Curtis Bay; B&O, Locust Point; PRR, Canton; WMRwy., Port Covington.

Grain Elevators are B&O, Locust Point (3,880,000 bu); PRR, Lower Canton (4,000,000 bu); WMRwy., Port Covington (4,880,000 bu). Fruit Piers B&O United Fruit Co. pier.

Heavy lift pier, B&O Crane Pier, Locust Point (1). Privately Owned Terminals: Rukert Terminals Corp., 1409 Thames St., Baltimore 31. Belt's Wharf Warehouses, Inc., 936 Fell St., Baltimore 31.

SHIP LINES—ANP Line, Alcoa Steamship Co., American & Australian Lines, American & Indian Line, American Export Lines, Inc., American Pioneer Line, American President Lines, American Republics Line, American Scantic Lines, Anchor Line, Ltd., Argentine State Line.

Baltimore Steam Packet Co. (Old Bay Line), Barber Line, Barber West African Line, Baron-lino Line, Belgian African Line, Belgian Line, Bermuda Line, Black Diamond Lines, Booth Line, Bristol City Line, Thos. & Jno. Brocklebank, Ltd. (Cunard), Brodin Line, Bull Insular Line.

C.T.O. Line, Calmar Line, Caribbean Line, Central Gulf Lines, Chargeurs Reunis, Chilean Line, Coldemar Line, Columbus Line, Compania Espanola de Navegacion Maritima, S.A., Concordia Line, Cosmopolitan Line, Crescent Line, Cunard Steam-Ship Co., Ltd.

Daido Line, Daido-Mediterranean Line, De La Rama Lines, Dodero Lines.

Eckert Line, Elder Dempster Lines, Ltd., Fabre Line, Farrell Lines, Inc., Fern-Ville Mediterranean Lines, Finland Steamship Co., Ltd., Finnlines, French Line, Grace Line, Grancolombiana, Ltd.

Hamburg-American Line, Hansa Lines, Head Line & Lord Line, Hellenic Lines, Ltd., Holland-America Line, Holland-Interamerica Line.

Iino Lines, Irish Shipping, Ltd., Isbrandtsen Co., Inc., Isthmian Lines, Isthmian-Matson Joint Service, Ivaran Lines.

Java-New York Line, "K" Line, Khedivial Mail Line, Lamport & Holt Line, Lloyd Brasileiro, Maersk Line, Mamenic Line, Manchester Liners, Ltd., Mexican Line, Meyer Line, Mitsubishi Line, Mitsui Line, Moore-McCormack Lines, Inc.

Naviera Commercial Aspe, S.A., Nedlloyd Line, N.Y.K. Line, Norfolk, Baltimore & Carolina Line, North German Lloyd, Norton Line, O.S.K. Line.

Peninsular & Occidental S.S. Co., Philippine National Lines, Polish Ocean Line, Pope & Talbot Line, Port Line, Ltd., Prince Line, Ltd., Prudential Lines, Quaker Line, Robin Line, Royal Netherlands.

Scandinavian-American Line, The Scindia Steam Navigation Co., Ltd., Seven Stars (Africa) Line, Shinnihon Line, South African Marine Corp., Southern Cross Line, Spanish Line, Stevenson Lines, Swedish American Line & Swedish.

Transatlantic Line, Thorden Lines, Torm Lines, Turkish Cargo Line. United Fruit Co., United States Lines. Vacuba Line, Venezuelan Line, Viking Line.

Ward Line, West Coast Line, Weyerhaeuser Line, Wilhelmsen Line, Wilson Line, Yamashita Line, Yugoslav Line. Zim Israel American Lines.

PORT DEVELOPMENT GROUPS—Maryland Port Authority, Joseph L. Stanton, exec. dir., Pier 2, Pratt St., Baltimore 2.

Port of Boston

The Port of Boston, currently handles an average of one and a half million tons of cargo per month.

PIERS AND FACILITIES—There are 259 piers and 30 miles of berthing space in the Port of Boston. They are located in South Boston (served by NYNH&HRR), Charlestown (B&MRR), East Boston (NYC-B&A Div. RR) and those in the city proper (Union Freight RR). Terminals are the Army Base, Castle Island and Commonwealth Pier in South Boston; Hoosac Pier, Hoosac Grain Elevator, and Wigin Terminals, Inc. at Charlestown; the National Dock & Storage Warehouse Co., East Boston Piers, and Boston Grain Elevator, in East Boston, Eastern Gas & Fuel Marine Bulk Terminal, Everett.

SHIP LINES—American-African Line, American and Australian Steamship Line, American Export Lines, American Indian Line, American Manchurian Line, American Pioneer Line, American President Lines, American West African Line, Anchor Line, Argentine State Line, Arrow Line.

Bank Line, Barber-Fern-Ville Line, Black Diamond Line, Blue Funnel Line, Blue Peter Steamship Ltd., Booth Line, Brodin Line. Clan Line, Coldemar Line, Concordia Line, Cosmopolitan Line, Cunard Steamship Co., Ltd.

De LaRama Line, Dodero Lines, Louis

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Dreyfus Lines. Eckert Line, Elder Dempster Lines Ltd., Ellerman's Wilson Line. Farrell Lines Inc., Finland Steamship Co., Inc., Finnlines, French Line, Furness Warren Line.

Grace Line, Gran Columbian Line, Greek Line. Hamburg American Line, Hellenic Lines, Hoegh-Silver Line, Holland-American Line. India American Line, Isbrandtsen Co., Inc., Isthmian Steamship Co., Italian Line, Ivaran Lines.

Java New York Line. Khedivial Mail Line, Kokusai Line. Lamport and Holt Line Ltd. Maersk Line, Mitsui Line, Montreal, Australia, New Zealand Line, Ltd., Moore-McCormack Lines.

Nedlloyd Line, Nippon-Yusen Kaisha, Norgulf Lines, North American Lloyd Line, Norton Line, Norwegian-America Line.

O.K. Service Line, Osaka Shosen Kaisha. Philippine National Lines, Pope and Talbot, Port and Associated Lines, Ltd., Prince Line, Prudential Line.

Red Star Line, Robin Lines. South African Marine Corp., Southern Cross Line, States Marine Lines, Stevenson Line, Swedish American Line and Transatlantic Steamship Co. (Joint Service).

Thorden Lines, Torm Line, Union Castle Mail SS. Co., United States Lines, U. S. Navigation Co. West Coast Line, Weyerhauser Line, Yamashita Line.

PORT DEVELOPMENT GROUPS—Massachusetts Port Authority, 141 Milk St., Boston, Mass., and Greater Boston Chamber of Commerce, 125 High St., Boston, Mass.

Port of Buffalo

Buffalo is a major U. S. port of call on the St. Lawrence Seaway route. Its volume of waterborne commerce averages over 15,000,000 tons annually.

PIERS AND FACILITIES—74 piers and wharves. Niagara Frontier Port Authority owns and administers the Buffalo Port Terminal, the Seaway Piers, and the Templeton Terminal. Switching railroads: the Buffalo Creek RR and the South Buffalo Rwy. Line-haul railroads: B&O, CN, C&O, Erie-Lackawanna, LV, NKP, NYG, PRR, Wabash. The PRR owns a coal, iron ore, and limestone dock. The B&O and Erie-Lackawanna own coal wharves.

SHIP LINES—Bristol City Line Steamships, Ltd., Canadian Pacific-Great Lakes Steamship Service, Fabre Line, Fjell-Fjord Line, French Line, Furness Great Lakes Line, Hellenic Lines, Ltd.

Kirsten Lea Lines, Manchester Liners, Ltd., McCarthy, T. J. Steamship Co., Inc., Michigan-Ocean Line, Montship-Capo Line, Niagara-Concordia Line, Nordlake Line, Orient Mid-East Lines, Swedish American Line, Swedish-Chicago Line.

PORT DEVELOPMENT GROUPS—Niagara Frontier Port Authority, Col. Loren W. Olmstead, exec. dir., 432 City Hall, Buffalo, N. Y., Ph: TL 6-6524.

Port of Chicago

Chicago's port facilities are at three different locations: Navy Pier and North Pier Terminal at the mouth of the Chicago River in Chicago Harbor; Chicago Regional Port District at Lake Calumet; and International Steamship Terminals, Inc., at Calumet River and 95th St. Bridge.

PIERS AND FACILITIES—Navy Pier has dock cranes and 2500 ft of berthing. Operated by North Pier Terminal Co. and Great Lakes Storage and Contracting Co. Served by C&NW Ry. North Pier Terminal has 600 ft. of berthing and 15-ton crane and dock cranes. Served by ICRR.

The Chicago Regional Port District provides for 6700 ft. of berthage at three transit sheds and a backup warehouse. These facilities are operated by the Calumet Harbor Terminals, Inc., North Pier Terminal and Seaway Stevedoring Company, Inc. The CRI&PRR serves this harbor. Two grain elevators with a capacity of 13 million bushels provide space for berthage up to 729 ft. There is also a crane available at Lake Calumet to handle lifts up to 110 tons. This crane is barge mounted.

International Steamship Terminals, Inc., at the Calumet River and 95th St. Bridge has 1050 ft. of berthing. It is served by the Chicago Short Line Ry. Co.

Iroquois Terminals, at mouth of Calumet River has 2700 ft. of berthing. Four gantry ore bridges. Pumping capacity of 200 tons of oil per hour. Served by the Chicago Short Line RR. Rogers Terminal and Shipping Corp. at Calumet River and Torrance Ave. 500 ft. of berthing. Served by C&NW Ry.

SHIP LINES—American Export Lines, Atlanttrafik Express Service, Bristol City Line, Concordia Line, Crescent Line, Cunard Lakes Service, Fabre Line, Federal & Atlantic Lakes Line, Fjell Oranje Line, Fjell and Fjord Lines, French Line, Furness Great Lakes Line, Great Lakes Tanker Service.

Hamburg American Line, Hamburg Chicago Line, Head Line, Hellenic Lines, Hycar Line, Iino Lines, Irish Shipping, Manchester Liners, Michigan Ocean Line, Midwest Mediterranean Line, Midwest Oceanic Line, Montship-Capo Lines, Nedlloyd Line Middle East Express, Niagara

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BUFFALO...

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Here is the port where goods from all the world come, via the St. Lawrence Seaway, for transhipment to the heartland of America. Here is the port where products and produce from points throughout Central and Eastern-Central United States are brought for shipment abroad. No other inland port offers so many advantages and economies to as wide and prosperous an area as does the Port of Buffalo.

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- Strategically located on N. Y. State Thruway
- Facilities for every type of shipment
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NIAGARA FRONTIER PORT AUTHORITY

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Line, Nordlake Line, North German Lloyd.

Orient Mid-East Great Lakes Service, Parcel Tankers, Poseidon Line, Ernst Russ Line, Sartori & Berger-European Service, Swedish American Line, Swedish Chicago Line, Yugoslav Great Lakes Line, Zim U. S. Great Lakes Mediterranean Service.

PORT DEVELOPMENT GROUPS — Department of the Port of Chicago, City of Chicago, Capt. John Manley, port director, Navy Pier. Phone RAndolph 6-8000. Chicago Regional Port District, Maxim M. Cohen, general manager, 230 N. Michigan Ave. Phone: FRanklin 2-5632. Chicago Association of Commerce and Industry, Thomas H. Coulter, chief executive officer, 30 W. Monroe St. Phone: FRanklin 2-7700.

Port of Cleveland

The harbor consists of the outer harbor and an inner harbor. The outer harbor has been formed by the means of some 5½ miles of breakwater. It has a minimum channel of 22 ft. The Pennsylvania, New York Central, Erie and Baltimore & Ohio Railroads own their own docks.

The inner harbor consists of the Cuyahoga River and its old channel, now known as the "old river bed."

SHIP LINES—American Export Lines, Bristol City Line, Canadian Pacific Steamships, Crescent Line, Cunard Steam-Ship Co., Fabre Line, Fjell & Fjord Line, Fjell-Oranje Line, French Line, Furness Great Lakes Line, Hamburg American Line, Hamburg Chicago Line, Head Line, Hellenic Lines, Hycar Line, Iino Line, Manchester Liners, Michigan Ocean Line, Mitsui Line, Montship-Capo Line, Nedlloyd Line, Niagara Line, Nordlake Line, North German Lloyd, Orient Mid-East G. L. Service, Poseidon Lines, Ernst Russ, Saguenay Shipping, Swedish American Line, Swedish-Chicago Line, Wallenius Line, Watts Watts Line, Yugoslav Line, Zim Israel Navigation.

PORT DEVELOPMENT GROUPS — The Port of New York Authority, Terminal Tower Bldg., Howard F. Lemmon, Manager Cleveland Trade Development Office.

Port of Detroit

The marine area within the port district extends 37 miles between the borders of Macomb and Monroe Counties. The deepwater frontage involved is about 32 miles.

PIERS AND FACILITIES—Detroit Harbor Terminals, 4461 W. Jefferson, general cargo. Served by Union Belt Line RR. Detroit Marine Terminals, Foot of Anspach St., general cargo. Served by MCRR. Nicholson Terminal & Dock Co., between Foot of Great Lakes Ave. and Tecumseh Rd., Encorse, Mich., iron, steel, coal, scrap. Served by NYC. East Detroit Stevedoring Co., Foot of Lycastel St., bulk commodities.

SHIP LINES—American Export, American Republics, Atlanttrafik Express, Bristol City, Canadian Pacific, Concordia Great Lakes Service, Crescent, Cunard, Fabre, Fjell and Fjord, Fjell-Oranje, French Line, Furness Great Lakes, Hamburg-Chicago, HapagLloyd, Head, Hellenic, Hycar.

Iino, Manchester Liners, Michigan Liners, Midwest Mediterranean, Mitsui, Montship-Capo, Nedlloyd, Niagara, Nordlake, Orient Mid-East, Poseidon, Saguenay Shipping Ltd., Swedish-American, Swedish-Chicago, Wallenius, Watts Watts, Yugoslav Lines, Zim Israel Navigation.

PORT DEVELOPMENT GROUPS — Detroit-Wayne County Port Commission, Harry H. Meisner, chairman, 2400 Guardian Bldg., Detroit 26, Mich. Phone Code 313 WO 3-1570.

Duluth—Superior

During 1958, there were 2543 ship arrivals at the Duluth-Superior harbor and 2521 departures.

Receipts totaled 5,055,087 short tons, while shipments totaled 29,458,766 short tons.

PIERS AND FACILITIES—Berthing Area —2100 lineal ft. with plans for 6000 lineal ft. in 1960. Depth of water bordering 120-acre site is 30 ft.

Elevator A. General Mills Co., 2,300,000 bu. Elevators E, F, G & I, Norris Grain Co., 4,000,000 bu. Capitol Elevator, Division of International Milling Co. Elevators 4, 5, 6 & 7, 4,200,000 bu. Occident Elevator, Russell Miller Milling Co., 4,500,000 bu.; Peavey Elevator, Globe Elevators, Division of F. H. Peavey & Co., 6,000,000 bu.

Cargill Elevator Co., 2,400,000 bu. Osborne-McMillan Elevator Co., 4,500,000 bu. Globe Elevator Co., Division of F. H. Peavy Co., 4,200,000 bu.; Archer Daniels Midland Co., Two Elevators S and X owned by the Great Northern Railway, operated by the above firm. Combined capacity of both elevators: 12,200,000 bu.

Northern Cold Storage & Warehouse Dock, 7th Ave., West.

Duluth Terminal & Cold Storage Co., Dock, 9th Ave., West.

SHIP LINES—Poseidon Lines.

PORT DEVELOPMENT GROUPS — Seaway Port Authority of Duluth, 909 Alworth Bldg. Duluth Superior Board of Harbor Commissioners, 1323 Broadway, Superior, Wis.

The Port of Erie

The Port of Erie is located on the southeast shore of Lake Erie in a natural bay formed and sheltered by Presque Island Peninsula.

PIERS AND FACILITIES — Duquesne Marine Terminal general cargo pier. Owned by the City of Erie. Administered by the Port Commission. 60,000 sq. ft. of warehouse space. Two cranes, one a 30-ton gantry. One 140-ton crawler crane. Truck ramp for handling 10 trailers at transit shed. Served by NYC, PRR, NKP, B&LE. Other facilities include coal pier, ore pier, sand and gravel pier, grain elevator with 2½ million bushel capacity. Several bulk oil piers in the port.

SHIP LINES—American Export Lines, Bristol City Lines, Canadian Pacific Steamship Co., Fabre Line, Fjell Fjord Lines, Fell-Oranje Lines, French Line, Great Lakes Service, Hamburg American Line, Hamburg Chicago Line, Hycar Line, Jadranska Slobodna Plovidva, Fulukunchks Lines, Manchester Liners, Montship Capo, Nedlloyd Middle East Express, Niagara Concordia Line, Orient Mid-East Great Lakes Service, Poseidon Lines, Swedish American Line, and Swedish Chicago Line.

PORT DEVELOPMENT GROUPS—Port Commission, City of Erie, C. E. Dingler, Port Director, 26 E. 8th St. International Trade Bureau, 134 W. 10th St.

Port of Houston

The Port of Houston moved during 1960 a total of 58,048,528 tons of cargo. Imports totaled 2,939,966. Exports 7,309,542 tons. It served 4503 ships.

PIERS AND FACILITIES—Berthing space for 43 dry cargo vessels (25 public wharves operated by the Navigation District and 18 private wharves for public hire). Facilities for handling liquid and dry bulk products. A 3,500,000 bu. public grain elevator is being expanded to 5,000,000 bu. A modern dry bulk materials handling plant completed in 1961 has a capacity of 1000 tons per hour. Operated by the Navigation District. Navigation District facilities and most of the ship channel industries are on the Port Terminal Railroad which connects with six major trunk lines. Privately owned terminals for hire include Long Reach Docks, Sprunts Docks, Adams Terminal, Manchester Terminal, Hess Terminal, General American Tank Storage Terminals, Byers Barge Terminal, Houston Barge Terminal, Southern Barge Terminal, and Walton and Son Barge Terminal.

SHIP LINES—Baron Line, Brocklebanks Cunard Line, Bloomfield SS. Co., Belgo Swedish Lines, Bank Line.

Crescent Line, C.T.O. Line, Cunard Line, Canadian-Gulf, Central Gulf Mediterranean Lines, Central Gulf-Persian Gulf Line, Central Gulf-South American Line, Central Gulf, World Wide Full Cargo Service, C. A. Venezolana De Navegacion (Venezuelan Line), Coldemar Line, Concordia Line, Cubamar Line, Chemical Carriers, Corporacion Peruana de Vapares, S.A., Chilean Line.

Deppe Line, Delta Line, Dodero Line, Daido Lines. Fabre Line, Fern-Ville Far East Lines, French Line. Grancolombiana, Flota Mercante (Grancolombiana Line), Gulf-West Africa Line, Gulf & South American SS. Co., Inc. Garcia Line, Guatemala Line.

Hamburg-American Line, Hansa Line, Harrison Line, Hoegh Line, Holland-American Line. Independent Gulf, Inter-American Maritime, Insco Lines, Isthmian Lines, Inc. Java New York Line. Kawasaki "K" Line.

Levant Line, Lykes African Line, Lykes Orient Line, Lykes United Kingdom Line, Lloyd Brasileiro. Mamenic Line, Montreal Shipping Co., Matson Lines, Mitsubishi Line, Mexican Line, Mitsui.

Nopal Line (Northern Pan America), North German Lloyd, Nippon Yusen Kaisha, Nervion Line, Nedlloyd Line, Navegazione Alta Italia (Creole Line). Ozean Stinnes Line, O.S.K. Line. Polish Ocean Line, Pan-Atlantic Steamship Corp. Royal Netherlands Lines.

Sidarma Line, Scandinavian-American Line, Surinam Navigation Co., South African Marine Corp., States Marine-Continental Service, States Marine-Far East Service, States Marine-Mediterranean Service, States Marine-World Wide Full Cargo Service, Swedish-American Line, Shinnihan Line.

United States Line (American Pioneer), United Fruit Co. West Coast Line, Wilhelmsen Line, Ward Line, Waterman Steamship Corp. Zim Israel America Line.

PORT DEVELOPMENT GROUPS — Harris County Houston Ship Channel Navigation District, J. P. Turner, general manager, 1519 Capitol Ave., Houston 1, Texas. Ph: Capitol 5-0671.

Port of Long Beach

The Port of Long Beach handled tonnage of 10,285,868 and had 1748 sailings in 1959-60.

PIERS AND FACILITIES — Iron Ore Loader, Pier D. Heavy-Lift Piers: Pier D equipped with 3 gantry cranes. Pier A: Grain elevator with capacity of 810,000 bu. New bulk terminal accommodates largest supertankers, has frontage at pierhead line of 1225 ft.

SHIP LINES — American Manchurian Line, Avalon Navigation Co., Canadian Gulf Line, Cataline Island Transportation, East Asiatic Co., Ellerman & Bucknall Associated Lines, Flota Mercante Grancolombiana-SA, German Lloyd-North, Hain Steamship Co., Hamburg-American Line, Indies Terminal Co., Isthmian Lines, Ivaran Lines Far East Services, Kerr Steamship Co., Keystone Shipping Co., Lomita Signal Wilmington Associated, Magic Isle Steamship, Nissau-Kisen-Kaisha Ltd., Norton Lilly & Co., Oliver J. Olson & Co., Olympic-Griffith Lines, Olympic Steamship Co., Orient Pacific Lines, P&O-Orient Lines, Pacific Coast Transport Co., Pacific Far East Line, Philippine National Lines, Quaker Line, Shinnihon Steamship Co., Star Terminals Co., States Line, States Marine-Isthmian, States Steamship Co., United Vintner, Westfall-Larsen Co., Williams Dimond & Co., Williamson & Co., and Yamashita Line.

PORT DEVELOPMENT GROUPS—The Board of Harbor Commissioners, P. O. Box 570, 925 Harbor Plaza, Long Beach 2, Calif.

Port of Los Angeles

The Port of Los Angeles last year had imports of 8,665,041 and exports of 10,029,559 tons. There were 4618 sailings.

PIERS AND FACILITIES — There are over five miles of municipal wharves, 7020 acres of land and water area, 26 modern ship terminals, 173 acres of shed, wharf and platform space. The Harbor Belt Line Railroad, connects it with three major railroads. There are 200 trucking firms.

SHIP LINES—American Mail Line, American President Lines. Bakke Steamship Corp. Barber Steamship Line, Barber Wilhelmsen Line, Blue Star Line, Inc. Crusader Line, Chilean North Pacific Line.

Daido Line, De Vries Pazifik Line. Fern-Ville Far East Line, French Line, Furness Line.

Grace Line. Hanseatic Vaasa Line, Holland-America Line. Iino Lines, Italian Line, Italnavi Line. Java Pacific & Hoegh Lines, Johnson Line.

Klaveness Line, Knutsen Line. Maersk Line, Matson Navigation Co., Mitsui Line, Moller Steamship Co., Inc.

Nedlloyd Line, Nippon Yusen Kaisha, Nitto Shosen Co. The Oceanic Steamship Co., Fred. Olsen Line, Oliver J. Olsen & Co., Osaka Shosen Kaisha, Ltd.

Pacific-Australia Direct Line, Pacific Far East Line, Inc., Pacific Islands Transport Line, Pacific Orient Express Line, Pacific Republic Lines, Pope & Talbot Lines, Prince Line.

Royal Mail Lines, Saguenay Terminals. Standard Fruit & Steamship Co., Union S. S. Co. of New Zealand, United Fruit Co. United States Lines, Venezuelan Line, Waterman Line, Wallenius Line, Weyerhaeuser S. S. Co. Zim Israel Navigation Co.

PORT DEVELOPMENT GROUPS—Board of Harbor Commissioners, City of Los Angeles, Bernard J. Caughlin, general mgr., P. O. Box 151, San Pedro, Calif. Ph: SPruce 5-3231.

Port of Milwaukee

The port consists of over 400 acres of land located on 2½ miles of shoreline, owned by the City of Milwaukee.

PIERS AND FACILITIES—Facilities include the Municipal Car Ferry Terminal, Municipal Open Dock Terminal, South Pier No. 1, South Pier No. 2, South Pier No. 5, (Tanker Pier), Municipal Transit Shed No. 1, the Municipal Mooring Basin and the Municipal Passenger and Automobile Pier. Facilities are served by the C&NW Ry., the CMSt.P&P and the Soo Line. Grain elevators are operated by the Continental Grain Co., located on the west bank of the Mooring Basin and Cargill, Inc., located on the South Menomonee Canal.

SHIP LINES—Bethlehem Transportation Corp., Boland and Cornelius, Bradley Transportation Co., Brown Steamship Co., Buckeye Steamship Co.

Cleveland-Cliffs Iron Co., Cleveland Tankers, Inc., Colonial Steamships Ltd., Columbia Transportation Co.

Gartland Steamship Co., Great Lakes Steamship Co. M. A. Hanna Co., Huron Transportation Co., Hutchinson and Co. Jupiter Steamship Co.

Kinsman Transit Co. Lake Tankers Corp., Midland Steamship Line Inc.

Nicholson Transit Co., Paterson Steamship Co., Petoskey Transportation Co., Pickands, Mather and Co., Pittsburgh Steamship Co.

Reiss Steamship Co. Sarnia Steamships, Ltd., Socony Vacuum Oil Co., Standard Oil Co.

Tomlinson Fleet. Universal-Atlas Cement Co., Upper Lakes and St. Lawrence Transportation Co., Ltd. Wilson Transit Co., Wisconsin & Michigan Steamship Co., Wyandotte Transportation Co. Yankcanuck Steamships, Ltd.

PORT DEVELOPMENT GROUPS—Board of Harbor Commissioner, H. C. Brockel, municipal port director, Room 710, City Hall, Milwaukee, Wis.

Port of Mobile

The Port of Mobile consists of over three miles of wharves publicly owned and administered by the Alabama State Docks.

PIERS AND FACILITIES—The Port is served by four trunk line railroads—Frisco, GM&O, L&N, Southern. Served by interchange of Docks' Terminal Railway. Port features 28 general cargo berths, over 3,000,000 sq. ft. of covered warehouse and transit shed area, bulk material handling plant with three berths and five towers for import and export, cotton department, shipside cold storage plant, public grain elevator, facilities for handling bulk liquids, tank storage farms.

SHIP LINES—Alcoa Steamship Line, American & Australian Line, American Export Lines, American & Indian Line,

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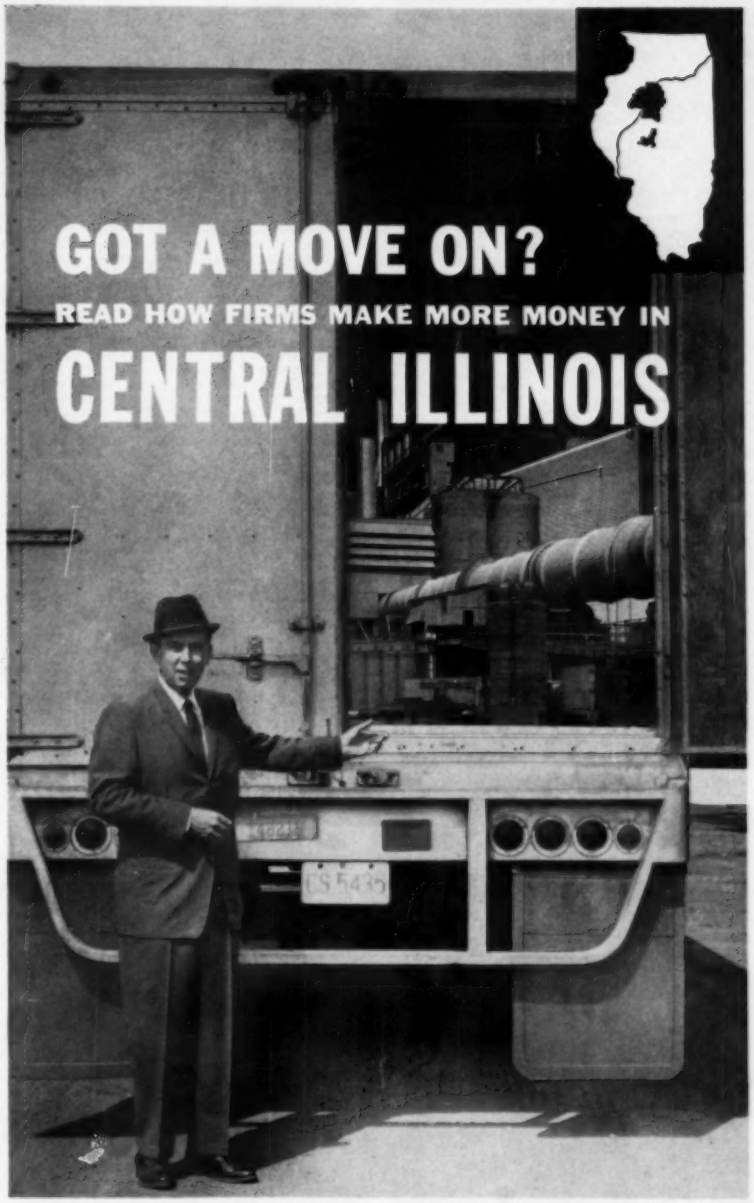

Hyster Company, which expanded its plant in 1956, has found Peoria an ideal factory location since 1936—well-centered for domestic sales of truck and tractor products. Also, communication and transportation facilities make it advantageous to headquarter Hyster's International Division at the same factory.

B. F. Goodrich Chemical Company needed a dependable underground water supply and chose a plant site on the Illinois River at Henry, Ill. Important extra advantages discovered there include a dedicated labor force and favorable local and state tax climate.

Super Valu Stores, Inc. located a food distribution center in Central Illinois' new Pioneer Industrial Park — an ideal central location to serve the 500,000 surrounding population. Served by ample rail and truck facilities, Super Valu supplies independent super markets throughout the Midwest from this new distribution center.

YOUR COMPANY might be interested in other advantages of Illinois' heartland. These include location on the Mississippi-Illinois-Great Lakes waterway . . . railroad gateway advantages, bypassing big cities . . . choice of sites from thousands of acres of prime land zoned and waiting for new plants and warehouses. Write directly to me for information—complete, quick, confidential.

Mark B. Townsend
Area Development Director

CENTRAL ILLINOIS LIGHT COMPANY
300 Liberty Street PEORIA, ILLINOIS

Directory of U. S. Ports . . .

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American Mail Line, American Pioneer Line, American President Lines, Ayo Line, Bank Line, Barber Steamship Lines, Baron Iino Lines, Belgo-Swedish Line, Bloomfield Steamship Co., Blue Funnel Line, Bull Line, CTO Line, Canadian National Steamship Co., Central Gulf Line, Chilean Line, Coastwise Line Coldemar Line, Concordia Line, Creole Line, Cunard Line, Daido Line, Delta Line, Deppe Line, Dodero Line, Ellerman & Bucknall Associated Lines, Fabre Line, Fern Ville Far East Line, Fern Ville Mediterranean Service, Flota Mercante D'es tato, Grace Lines, Grancolombaina Line, Gulf-South American Steamship Co., Gulf-West Africa Line, Hamburg American Line, Hansa Line, Harrison Line, Hawaiian Marine Freightways, Hellenic Lines, Holland-America Line, Independent Gulf Line, Interocean Line, Irish Shipping Ltd., Isbrandtsen Line, Isthmian Line, Java-Pacific Line, K Line, Kerr Steamship Co., Kvarnerska Plovidba Line, Leif Hoegh & Co., Levant Line, Lloyd Brasileiro Line, Louis Dreyfus Lines, Lykes Brothers Steamship Co., Malaya Indonesia Line, Mamenic Line, Marchessini Line, Matson Navigation Co., Mitsubishi Line, Mitsui Line, N.Y.F. Line, Nedloyd Line, Nervion Line, Nopal Line, North German Lloyd, Norton Line, O.S.K. Line, Ozean/Stinnes - Linien, Peruvian Line, Royal Netherlands Steamship Co., Safmarine Line, Scandinavian - American Line, Scindia Line, Shinnihon Line, Sidarma Line, Silver Line, Simpson, Sprence & Young, Standard Fruit & Steamship Co., States Marine Lines, Stevenson Line, Stockard & Co., Surinam Line, Suwanee Fruit & Steamship Co., Texas Transports & Terminal Co., Tropical Fruit Co., United States Line, Venezuelan Lines, Waterman Steamship Corp., West Coast Line, Wilhelmsen Line-Swedish-American Line, Yamashita Line, Yugoslav Ocean Line, Zim Israel American Lines.

PUBLIC MERCHANDISE WAREHOUSES—AAA Warehousing Co., Weinacker Ave. & Canal St., Abb's Moving Service, 50 No. Water St.

Bingham Transfer & Storage Co., 109 N. Commerce St. Finch Warehousing & Transfer Co., Inc., 1505 Telegraph Rd., P. O. Box 1208. Merchants Whse. Co., 717 St. Joseph St. Ogburn-Meador, Inc., 300 N. Water St., Box 391.

PORT DEVELOPMENT GROUPS—Public Relations & Advertising Dept., Alabama State Docks, P. O. Drawer 721; World Trade Committee, Mobile Chamber of Commerce, P. O. Box 1489, Mobile, Alabama.

Port of New Orleans

The Port of New Orleans, in 1959, handled imports of 4,386,731 tons and exports of 6,191,696 tons. There were 4747 sailings.

PIERS AND FACILITIES — Eight and one-quarter miles of wharves publicly owned and administered by the Board of Commissioners of the Port of New Orleans. There is a 7 million bushel grain elevator, a public bulk materials handling terminal, two banana unloading terminals and a 25-acre Foreign Trade Zone. All public facilities are served by the Public Belt RR.

Four railroads have privately owned wharves—Illinois Central Stuyvesant Dock, Southern Pacific cargo wharves, Southern Railway Chalmette Slip, Texas Pacific-Missouri Pacific terminal and Missouri Pacific Ore Tipple. There are several privately owned liquid bulk storage terminals and many private wharves for industrial plants and barge lines.

SHIP LINES—Africa Line, Alcoa SS Co., American Pioneer Line, Argentina State Line. Bank Line, Bloomfield SS Co., Blue Funnel Line, A. S. Borgestad Line, Brasileiro Line, Brocklebanks Cunard Service, Buccaneer Line.

CTO Line, Central Gulf Line, Chemical Carriers, Inc., Chilean Line, China Merchant SS Navigation Co., Interamericana de Comercio Circle Shipping Co., Clipper Line, Coldemar, Compania Colonial de Navegacao, Concordia Line, Continent Line, Creole Line, Cubamar Line, Cunard Line.

Daido Line, Dalton SS Corp., Delta Line, Deppe Line, Dodero Line, Louis Dreyfus Line. Exportadora Bananero Noboa, S.A. Fabre Line, Fernville-Far East Line, French Line, Grancolombiana Line, Guatemala Line, Gulf & Caribbean, Gulf & South American SS Co., Gulf-West Africa Line.

Hamburg-American Line, Hansa Line, Harrison Line, Hellenic Lines, Lief Hoegh & Co., Holland-American Line. Iino Line, Independent Gulf Line, Insco Line, Isthmian Line.

Java-New York Line, Kawasaki Line, Kerr SS Co., Kvarnerska Plovidba Line. Levant Line, Loeliger Line, Lykes Bros. SS Co.

Mamenic Line, Marchesini Line, Mathiases's Tankers, Matson Navigation Co., Mayan Line, Mediterranean Star Line, Mediterranean Line, Mexican Line, Mitsui Line, NYK Line, Nedlloyd Line, Nervion Line, Nopal Line, Norgulf Line, North German Lloyd Line.

Orient Line, Orient Mid-East Line, Ozean-Stinnes Line. Polish Ocean Line. Atlantic SS Corp. Royal Netherlands Line.

Saguenay Terminals, Led., Scandinavian American Line, Seatrain Lines, Shinnihon Line, Sidarma Line, South African Marine Corp., Standard Fruit & SS Co., States Marine Intracoastal Div., T. J. Steveson & Co., Inc., Surinam Line.

Trans-American SS Corp., Trans-Atlantic SS Co., Transporte Martimos Mexicanos Turkish Maritime Line. UK Line, United Fruit Line.

Venezuelan Line, Vinke & Co. Ward Line, Waterman SS Corp., West Coast Line, West India Fruit SS Co., Westley Shipping Co., West Line, Wilhelmsen Line, Yugaslav Line, Zim Israel America Line.

PORT DEVELOPMENT GROUPS—Board of Commissioners, Walter F. Rayburn, executive general agent, 2 Canal St., New Orleans. Ph: JAckson 2-2551.

Port of New York

In 1959, 59.3 million tons of freight moved by rail into, out of, and through the Port of New York. Of this tonnage, 46.1 million short tons moved into and out of the Port. Six million short tons moved through New York as a gateway for rail interchange, and 17.2 million short tons were transshipped between rails and vessels. In a normal year, 35 milion tons of foreign trades moves into and out of New York by vessel.

PIERS AND FACILITIES—A total of 200 piers provide approximately 400 vessel berths including 310 general cargo, 33 specialized and 53 tanker cargo berths along the port's 650 miles of navigable waterfront. Channels are dredged to a minimum of 35 ft throughout most of the port.

Port operations are serviced by 10 railroads, 170 steamship lines and over 300 motor truck carrier companies whose 10,000 long-haul trucks serve the Port District daily. Over 100 floating and stationary heavy-lift derricks and a fleet of 4000 tugboats, carfloats, lighters, and barges provide further essential services.

A Free Foreign Trade Zone consisting of 92 acres of waterfront terminal and storage area located at Stapleton, Staten Island, allows for the importation of any lawful merchandise immune from customs duty until such time as the material is transported to customs territory.

Marine terminal facilities operated by The Port of New York Authority contain 25 per cent of the piers in the New York-New Jersey Harbor. An additional 45 per cent of the general cargo pier facilities are owned by the City of New York, with the remainder owned and operated by private interests.

Work in progress and firm plans of various Port of New York interests provide for an additional investment exceeding $300 million for marine terminal construction within the next few years.

Recently completed terminals for the handling of orange juice, wine, newsprint and bananas have incorporated the latest technological advances in cargo handling methods. Facilities for the handling of grain are provided by a 2,000,000-bu capacity terminal operated by the New York Central System and a 1,800,000 bu capacity terminal operated by the Port of New York Authority. In addition, the port also has six floating grain elevators.

The Port of New York offers warehousing space to meet any specific need. There are more than 200 public storage units in the Port District. There are 162 general merchandise warehouses providing 18,400,000 sq ft of storage space. Twenty cold storage warehouses have a total capacity of 32,893,000 cu ft.

Railroad-operated facilities, deep-sea facilities operated by the railroads include Central Railroad of New Jersey Pier 7, Jersey City, N. J.; Erie-Lackawanna Railroad Pier B, Weehawken, N. J.; Lehigh-Valley Claremont Terminal, Jersey City, N. J.; and New York Central System Pier 9, Weehawken, N. J. There are also over 100 railroad-operated or leased auxiliary facilities including freight stations, lighterage piers, produce terminals, carfloat terminals and coal tipples.

SHIP LINES—Ahlmann Transcaribbean Line; Alcoa Steamship Co., Inc.; Alpina Line; America France Line; American & Australian Line; American & Indian Line; American & Manchurian Line; American Banner Lines, Inc.; American Export Lines, Inc.; American Hampton Roads-Yankee Line; American-Hawaiian SS Co.; American-Israeli Shipping Co.; American Mail Line; American-Mediterranean-Levant Line; American Pioneer Line; American President Lines, Ltd.; American Republic Line; American Scantic Line; American West African Line, Inc.; Amerind Shipping Corp.; Anchor Line, Ltd.; ANP Line; Argentine State Line; Armament Deppe S.A.; Arrow Line; Atlantic Maritime Service.

Bakke Steampship Corp.; Bank Line; Barber Mediterranean Line, Inc.; Barber Line; Barber-West African Line; Baron Iino Line; Belgian African Line; Belgian Line; Belgo Swedish Steamship Lines; Bermuda Line; Bermuda & West Indies S. S. Co., Ltd.; Berstein Shipping Co., Inc.; Black Diamond SS Corp.; Blidberg, Rothchild Agency Corp.; Bloomfield Steamship Co.; Blue Star Line; Boise-Griffin Steamship Co., Inc.; Booth American Shipping Corp.; Borinquen Steamship Co., Inc.; Boyd Weir & Sewell, Inc.; Bristol City Line; Bracklebank Line; Brodin Line; Buccaneer Line, Inc.; Bull Lines; Burbank & Co., Ltd.

C.A.V.N. (Venezulean Line); C. R. Lines; C.T.O. Line; Cairn-Thomson Line; Calmar S. S. Corp.; Canada Asiatic Lines, Ltd.; Canada Levant Line; Canada Steamship Lines, Ltd.; Canadian Pacific S. S. Capo Line, Caribbean Line; Central American Line; Central Gulf Lines; Chilean Line; Chilean-North Pacific Line; Christensen Canadian-African Line; Clan Line; Coldemar Line; Columbus Line; Compagnie Maritime des Chargeurs Reunis; Companhia Colonial de Navegacao Portungal; Compania Espanola de Navegacion Maritima S. A.; Compania Transatlantica Espanola, S. A.; Concordia Line; Corporacion Peruana de Vapores; Cosmopolitan Line, Inc.; Costa Rica Line; County Line; Creole Line; Crescent Line; Crossocean Shipping Co., Inc.; Crusader Line; Cubamar Line; Cunard Steam-ship Co., Inc.; Currie Line, Ltd.

Daido Kaiun Kaisha, Ltd.; Davie Transport Co., Inc.; De La Rama Lines; Delfa Lines; Delta Line; Deppe Line; Dichmann, Wright & Pugh; Dodero Lines; Dominican Steamship Line; Donaldson Atlantic Line; Dovar Line.

Eagle Ocean Transport; The East Asiatic Co., Inc.; East Coat Overseas Corp.; Eckert & Co., Inc., Thor; Eckert Line; Elder Dempster Lines, Ltd.; Ellerman & Bucknall S. S. Co., Ltd.; Ellerman-Fabre Joint Service; Ellerman's Wilson Line, N. Y., Inc.; Empire Shipping Co., Ltd.; Eurocuba Gulf Line.

Fabre Line; Farrel Lines, Inc.; Fearnley & Eger, Inc.; Federation Line; Fern-Ville Mediterranean Lines; Fern-Ville Far East Lines; Finlake Line; Finnliness; Fjell Line; Flota Argentina De Navigacion De Ultramar; Flota Mercante Del Estado; Flota Mercante Grancolombiana, S.A.; French Line; Fresco Line; Funch Edye & Co., Inc.; Furness Bermuda Line; Furness Great Lakes Line; Furness Prince Line; Furness Warren Lines; Furness, Withy & Co., Ltd.

Garcia & Diaz, Inc.; Gardiaz Lines; General S. S. Corp., Ltd.; Glaessel Shipping Corp.; Grace Line, Grancolombiana (New York) Inc.; Great Lakes Overseas, Inc.; Greek Line; Guatemala Line; Gulf & South American S. S. Co., Inc.; Gulf West Africa Line.

Hamburg American Line; Hamburg-Atlantic Line; Hamburg-Chicago Line; Hamilton Bros., Inc.; Hansa Lines; Hansen Tidemann, Inc.; Hapag-Lloyd Lines;

Harrison Line; F. W. Hartman & Co., Inc.; Head Line; Hellenic Lines Ltd.; Hill, Inc., Charles & Sons; Hinkins S. S. Agency; Hoegh Lines; Holland-American Line; Holland Australia Line; Holland Bengal Burma Line; Holland Bombay Karachi Line; Holland East Asia Line; Holland Interamerica Line; Holland Persian Gulf Line; Home Lines; Houston Line.

Iceland Federation Line; Iceland S. S. Co., Ltd.; Iino Lines; Incres-Nassau Line; Independent Gulf Line; Insco Lines; Interocean Lines; Irish Shipping, Ltd.; Isbrandtsen Co., Inc.; Israel-America Line, Ltd.; Isthmian Lines; Italian Line; Ivaran Lines.

Java Pacific Line; N. W. Johnsen Co., Inc.; Johnson Warren Lines, Ltd.; Jugolinija Line.

K Line; Kawasaki-Far East/New York Line; Kawasaki-Japan/Seattle Vancouver/South Africa Line; Kawasaki-Far East-West Coast Central & South America Line; Kawasaki - Japan - Caribbean Sealine; Kerr Steamship Co., Inc.; Kervin Shipping Corp.; Klaveness Line; Knutsen Lines.

Lamport & Holt Lines, Ltd.; Levant Lines, Linea Sud-Americana; Liverpool Liners, Ltd.; Lloyd Brasileiro Lines; Lorentzen, Oivind, Inc.

MacGregor Shipping Co.; Maersk Line; Malaya-Indonesia Line; Mamenic Line; Mamenic International Corp.; Manchester Liners, Ltd.; Manz Line; March Shipping Agency, Ltd.; Marchessini Lines; Maritime Co. of the Philippines; Matson Navigation Co.; Mexican Line; Meyer Line; Michigan Ocean Line; Mississippi Shipping Co. Inc.; Mitsubishi Line; Mitsui mack Lines; Mooremack Lines; Moxeytreal Australia, New Zealand Line, Ltd.; Montreal Shipping Co., Inc.; Montship-Capo Great Lakes Service; Moore-McCormack Lines; Mooremack Lines; Moxey-Savon-Lawric, Inc.; N. Y. K. Line; Pablo P. Mueller, Inc.

National Hellenic American Line, Nautica Line; Naviera Aznar; Nedlioyd Line; Nervion Line; Newtex S. S. Corp.; Niagara Line; Nopal Line; Nordlake Line; North American Line; North German Lloyd; Northern Pan-American Line; Norton Line; Norwegian America Line.

O.S.K. Line; Oceanic Operations Corp.; Oceanic S. S. Co.; Olsen Line Agency, Ltd. Fred; Orient Mid-East Lines; Oriole Lines; Orion Shipping & Trading Co., Inc.; Osaka Shosen Kaisha; Ozean-Stinnes Lines.

P. & O. Steamship Co.; Pacific-Australia Direct Line; Pacific Far East Line, Inc.; Pacific Islands Transport Line; Pacific Orient Express; Pacific Republica Line; Pacific Steam Navigation Co.; Pan-Atlantic Line; Peabody & Lane, Inc.; Peru Line; Pickford & Black, Ltd.; Polish Ocean Lines; Pope & Talbot Lines; Port Line, Ltd.; Poseidon Lines; Prince Line, Ltd.; Prudential Steamship Corp.; Quaker Line.

Red Star Line; Refrigerated S . S. Line; Robin Line; Rohner Gehrig & Co., Inc.; Wm. J. Rountree Co., Inc.; Wm. Rowland; Royal Interocean Lines; Royal Mail Lines, Ltd.; Royal Netherlands S. S. Co.; Royal Packet Navigation Co.

Sabre Line; Safmarine Saguenay Shipping Limited; Sagus Marine Corp.; Scandinavian-American Line; Schroeder & McFadden, Inc.; Scindia Steam Navigation Co., Ltd.; Sea Carriers, Inc.; Seatrain Lines, Inc.; Seven Star (Africa) Line; Shaw Savill & Albion Co., Ltd.; Shinnihon Line; Ship Owners' Agency, Inc.; Sidarma Line; Sitmar Line; Smith & Johnson, Inc.; South African Marine Corp., Ltd.; South Atlantic Steamship Line, Inc.; Southern Cross Line; Southern Lines; Spanish Line; Standard Fruit & S. S. Co.; States Line-States Steamship Co.; State Marine-Isthmian Agency, Inc.; States Marine Lines; T. J. Stevenson & Co., Inc.; Stevenson Lines; Stockard Steamship Co.; Strachan Shipping Co.; Surinam Line; Swedish American Line; Swedish-Chicago Line, Ltd.; Swedish Transatlantic Line; Swiss Shipping Co., Ltd.; Sword Line, Inc.

Texas Line; Texas Transport & Terminal Co.; Thorden Lines; Thule Ship Agency, Inc.; Torm Lines; Transamerican Shipping Corp.; Transportadora Maritima Venezolana; Transports Maritimos; R. J. Trodden & Co.; Turkish Cargo Line.

Union Castle Mail S. S. Co.; Union S. S. Co. of New Zeland, Ltd.; United Fruit Co.; United Philippine Lines; United States Lines; United States Navigation Co., Inc.; Vaccaro Line; Viking Line; Volcano Line.

Wallenius Line; W. F. Walsh; Ward-Garcia Corp.; Ward Line; Waterman Steamship Corp.; Wessel, Duval & Co., Inc.; West Coast Line, Inc.; Westfal-Larsen Co.; West Indian Fruit & Steamship Co., Inc.; West India Line; West India S. S. Co.; West Line, S. A.; Westley Shipping Co., Inc.; Weyerhaeuser Line; Wilhelmsen Line; William Reardon Smith & Sons, Ltd.; Wilson Line; J. H. Winchester & Co., Inc.; World Bulk Shipping Ltd.

Wamashita Line; Yugoslav Line. Zim-Israel-American Lines.

PORT DEVELOPMENT GROUPS—The City of New York Department of Marine and Aviation, Battery Maritime Bldg., New York 4, N. Y. Commissioner: Vincent A. G. O'Connor. The Port of New York Authority, 111 8th Ave., New York 11, N. Y. Exec. Dir. Austin J. Tobin.

Norfolk and Ports of Hampton Roads

Hampton Roads in 1960 had imports exceeding 6,800,000 tons. Export trade was 25,900,000 tons.

PIERS AND FACILITIES—NEWPORT NEWS: 4 general cargo piers accommodating 8 vessels; 2 coal piers; 2 open bulk cargo piers for oil products, scrap, and ore; 1 ore pier which can move two different types of ore to twin storage bins. Served by C&O. NORFOLK: Lambert Point Docks, Inc., 3 general cargo piers at Lamberts Point and 2 at Sewells Point; Whitehall Terminal Corp., 2 general cargo piers; Southgate Terminal Corp., 2-story concrete pier near center of business district; Norfolk Oil Terminal, Inc., handles bulk vegetables, coconut, peanut, and fish oils, molasses, tallow, etc.; Norfolk & Western RR operates 4 coal piers; Continental Grain Co. Elevator, 3,300,000 bu capacity. PORTSMOUTH: 3 general cargo piers served by ACL. SOUTH NORFOLK: Elizabeth River Terminals, 40 x 400 ft. quay-type wharf; Cargill, Inc.; Elevator, 4,500,000 bu grain capacity.

SHIP LINES—American France Line; American Export Lines; American Hampton Roads Lines; American Pioneer Line; Baltimore Steam Packet Co.; Furness, Withy & Co.; Isbrandtsen Co.; Lavino Shipping Co.; Norfolk, Baltimore & Carolina Line; Norton, Lilly & Co.; Oriole Line; Panama Pacific Line; Pope & Talbot; South Atlantic Line; States Marine Isthmian; United States Lines; Virginia Carriers Corp.; and West India Fruit & Steamship Co.

PORT DEVELOPMENT GROUPS—Hampton Roads Maritime Association, 127-29 Bank St., Norfolk, Va.; Peninsula Port and Industrial Authority, 237 28th St., Newport News, Va.; Norfolk Port and Industrial Authority, Maritime Tower, Norfolk, Va.; and Virginia State Ports Authority, Maritime Tower, Norfolk, Va.

Philadelphia and Delaware River Ports

The Port of Philadelphia principal export tonnage for 1960 totaled 2,709,088 short tons. Principal import tonnage for 1960 totaled 43,767,714 short tons.

PIERS AND FACILITIES—The Delaware River Ports are situated along the Delaware River from Trenton, N. J., to Wilmington, Del. The largest of these ports is Philadelphia whose harbor extends 23 miles on the west bank of the Delaware River and for a distance of 8.5 miles on both sides of the Schuylkill River. There is a multitude of piers, wharves, and docks.

Bulk handling facilities for the handling of petroleum, bulk sugar, gypsum, and iron ore are situated on both sides of the river and in many cases are private facilities.

In addition to the ordinary equipment tohandle miscellaneous general cargo the port area has excellent heavy-lift facilities available for pieces of extraordinary size or weight. The port also has available floating heavy-lift equipment which can lift pieces up to 150 tons. There is in the port a fixed 350 ton capacity crane, one of the largest on the Atlantic Seaboard which can be secured by special permission from the Philadelphia Navy Yard.

SHIP LINES—American and Australian Line, American and Indian Line, American Export Lines, American Independence Line, American Pioneer Line, American President Lines, American Republics Line, American Scantic Line, Amerind Bermuda Service, Atlanttrafik Express Service.

Barber Lines, Baron-Iino Line, Belgian Line, Belgian African Line, Black Diamond Line, Booth, Lamport Line, Bristol City Line, Brockelbank, T and J. Ltd., Brodin Line, Bull Line.

(Please Turn Page)

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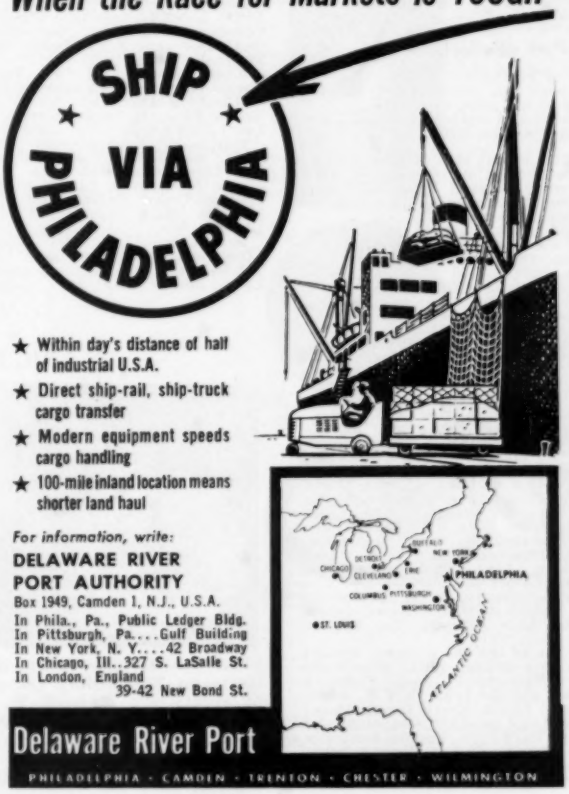

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Directory of U. S. Ports . . .

Continued from Preceding Page

Caribbean-Central American Line, Central Gulf Lines, Chargeurs Reunis, Chilean Line, China Union Line, Columbus Line, Concordia Line, Cosmopolitan Line, Costa Line, Crescent Line, Cuba, Mexico and West Indies Steamship Co., Cunard-Anchor Line, Daido Line, De La Rama SS Co., Dodero Line, Dominican Line, Dovar Line.

Elder Dempster Line, Fabre Line., Farrell Lines, Fassio Line, Fern-Ville Lines, Finland Steamship Co., Finnlines, French Line, Fresco Line, Garcia and Diaz, Grace Line, Grancolombiana Line.

Hamburg American Line, Hansa Line, Hellenic Lines, Holland-America Line, Iino Line, Independent Gulf Line, Irish Shipping Ltd., Isbrandtsen Company, Isthmian Lines, Inc., Isthmian-Matson Line, Ivaran Line, K Line, Khedivial Mail Line.

Levant Line, Lloyd Brasileiro. Maersk Line, Mamenic Lines, Mediterranean Star Line, Mexican Line, Meyer Line, Mitsubishi Line, Mitsui Line, Moller SS Co. Naviera Aznar, S. A., Nedlloyd Line, North German Lloyd, Norton Line, N.Y.K. Line. Orient Mid-East Line, Orlanda Steamship Line, O.S.K. Line, Peninsular & Occidental Steamship Co., Polish Ocean Lines, Port and Associated Lines, Prudential Line.

Robin Line, Royal Netherlands SS. Co., Sabre Line, Scandinavian American Line, Scindia Steam Navigation Co., Ltd., Seven Stars Africa Line, Shinnihon Line, South African Marine Corp., States Marine-Isthmian Agency, Swedish American Swedish Transatlantic Line. Thorden Lines, Torm Lines.

United Philippine Lines, United States Lines Co. Venezuelan Line, Viking Line. Waterman Steamship Corp., West Coast Line, Wilhelmsen Line, Wilson Line, Yamashita Line, Yugoslav Line. Zim-Israel America Line.

Pope and Talbot Line. Steamship Service Corp. Weyerhaeuser Line. C. G. Willis, Inc.

PORT DEVELOPMENT GROUPS—Delaware River Port Authority, P. O. Box 1949, Camden 1, New Jersey. Department of Commerce, City of Philadelphia, City Hall, Philadelphia, Pa.

Port of Portland

The Port of Portland, Ore., is a leading dry cargo port and grain export center. During 1958 more than 8-million tons of cargo, inbound and outbound, were handled and more than 1500 sailings provided.

PIERS AND FACILITIES—Located at the juncture of the Columbia and Willamette Rivers, Portland provides more than 20 miles of waterfront with publicly and privately operated terminals.

Grain—Commission of Public Docks, Terminal No. 4 (operated by Cargill, Inc.), Irving Dock (Balfour, Guthrie & Co., Ltd.), Continental Grain Co., Northwestern Dock & Elevator (Kerr Grain Corp.), Globe Dock and Elevator (Louis Dreyfus Corp.), Albers Dock. Industrial—General Ore and Chemical Dock, Kingsley Lumber Co., Pennsylvania Salt Dock, Permanente Cement Co., Waterway Terminals, Zidell Machinery and Supply Co. Petroleum Docks—General Petroleum Corp., Richfield, Shell, Standard Oil, Texas Co., Tidewater Oil, Time Oil, Union Oil.

SHIP LINES—INTERCOASTAL SERVICE: Calmar Line, Pope & Talbot Lines, States Marine Lines.

OFFSHORE AND FOREIGN: American Mail Line, Blue Star Line, Chilean-North Pacific Line, Daido Line, D'Amico Mediterranean Line, De Vries Pazifik Line, East Asiatic Line, Fern-Ville Lines, Furness Line, French Line, Fred Olsen Line, Grace Line, Grancolombiana Line, Hamburg-American Line, Hanseatic-Vaasa Line, Holland-America Line.

Italian Line, Itainavi Line, Interocean Line, Java Pacific & Hoegh Lines, Johnson Line. "K" Line, Knutsen Line, Klaveness Line.

Maritime Co. of the Philippines, Matson Navigation Co., Mitsui Line, Mitsubishi Line, Moore-McCormick Lines. Nedlloyd Line, Nissan Pacific Line, N.Y.K. Line, North German Lloyd, North Pacific Coast Line. O.S.K. Line, Oceanic Steamship Co.

Pacific Far East Line, Pacific-Australia Direct Line, Pacific Orient Express Line. Royal Mail Lines, Shinnohon Line, Splosna Plovba.

States Marine Lines, States Line, Venezuelan Line, Waterman Line, Westfal-Larsen Co. Line, West Coast Steamship Co., Yamashita Line, Zim Israel Navigation Co.

PORT DEVELOPMENT GROUPS—Commission of Public Docks, 3070 N.W. Front, Portland 10, Ore., Phone: CApitol 8-8231. Port of Portland Commission, Swan Island, Phone: BUtler 5-5271.

Port of Savannah

The Port of Savannah handled over four million tons of foreign and domestic commerce in 1960. There are four deep-water terminal facilities. Savannah State Docks and Warehouses-Garden City Terminal, Savannah State Docks and Warehouses-Ocean Terminal, Stevens Shipping Co., and Atlantic Coast Line Railroad Co. Channel depths are 34 ft m.l.w. from the ocean to the Garden City Terminal and 30 ft. to the upper limit of the harbor. Between Savannah and Augusta, Ga., for a distance of approximately 188 miles there is a 9 ft. m.l.w. channel.

Five Railroads serve the city, Atlantic Coast Line Railroad Co., Central of Georgia Railroad Co., Seaboard Air Line Railroad Co., Savannah and Atlanta Railroad Co., and Southern Railroad Co. Highway access is principally by U. S. 17, the Coastal Highway, and U. S. 80, a transcontinental route.

PORT DEVELOPMENT GROUPS—Georgia Ports Authority, J. D. Holt, Executive Director, P. O. Box 1039, Savannah, Ga. Savannah District Authority, G. H. Kissinger, Jr., Executive Director, P. O. Box 768, Savannah, Georgia.

Port of San Diego

PIERS AND FACILITIES — Broadway Pier, concrete, 1000 ft long, 130 feet wide, depth at low water, 35 ft; "B" Street Pier, 1000 ft long, 400 ft wide, depth at low water, 35 ft; 10th Ave. Marine Terminal, 4600 ft, quay wall, depth at low water, 37 ft. Small bulk loader available for flaxseed, grains, seed, etc.

SHIP LINES—American President Line, Canadian Gulf Line, Coastwise Line, W. R. Chamberlain & Co. Daido Line, Ditlev-Simonson Lines.

East Asiatic Co., Inc. French Line. Grace Line, Grancolombiana Line.

Hamburg-American Line, Hanseatic-Vaasa Line, Holland-America Line. Iino Line, Interocean Line. Johnson Line.

Kawasaki Kisen Kaisha Line. Maersk Line, Maritime Co. of Philippines, Matson Line, Mitsubishi Line, Mitsui Line, Moore McCormick Lines, Nedlloyd Line. Nippon Yusen Kaisha Line, Nitto Line, National Bulk Carriers, North German Lloyd.

Fred Olsen Line, Ltd., Oliver J. Olsen Line, Oceanic Steamship Co., Osaka Shosen Kaisha Line. Pacific Australia Direct Line, Pacific Far East Lines, Pacific Orient Express, Philippine National Lines, Pope & Talbot.

Sause Bros. Towing Co., Shinnihon Line, Spolosna Plovba, States Marine Corp., State Steamship Co. Waterman Line. Yamashita Lines.

PORT DEVELOPMENT GROUPS—San Diego Harbor Commission, John Bate, port director, 1365 North Harbor Drive, San Diego, Calif. Phone: BElmont 3-0181.

Port of San Francisco

The San Francisco Customs District in 1960 accounted for 29.9 per cent of the Pacific Coast's exports and 29.7 per cent of the import values (excluding Alaska and Hawaii).

PIERS AND FACILITIES—San Francisco has a total of 42 piers. Additional wharves and uncovered piers provide altogether 18 miles of berthing space. Covered wharf area totals 131 acres and uncovered area 97 acres. Special facilities include a 1,000,000-bu elevator and marine loading terminal for bulk grain (Pier 90); export cotton terminal (Pier 92); bulk copra terminal (Pier 84); banana terminal (Pier 60) and a Central Terminal at Piers 46A and 46B which provides refrigerated and general storage, truck receiving and railcar docks, and shipside handling for export. Foreign Trade Zone at Pier 46C includes cooler and freezer space. Port is reached by San Francisco Belt R.R.

SHIP LINES—American & Manchurian Line, American Mail Line, American President Lines, Bakke SS. Corp., Balfour, Guthrie & Co., Barber Line, Barber Wilhelmsen Line, Blue Star Line.

Calmare Line, Canadian Gulf Line, Chilean North Pacific Line, Coastwise Line, Crusader Line, Daido Line, De La Rama Lines, East Asiatic Line, Fern-Ville Line, French Line, Fruit Express Line, Funch, Edye & Co., Furness Line.

General Steamship Corp., Grace Line, Grancolombiana. Hamburg - American Line, Hanseatic-Vaasa Line, Hawaiian Marine Freightways, Inc., Holland-American Line.

Iino Line, Interocean Line, Isbrandtsen, Isthmian Line, Inc., Italian Line, Itainavi, Ivaran Line, Java-Pacific Line, Johnson Line. K Line, Kerr Steamship Line, Kingsley Navigation Co., Klaveness Line, Knutsen Line.

Latin American Line, Luckenbach Steamship Co. Maersk Line, Maritime Co. of Philippines, Inc., Matson Navigation Co., Mitsubishi Line, Mitsui Line, Moller Steamship Co., Moore-McCormack Lines. Nippon Yusen Kaisha, Nissan Kisen Kaisha, Ltd., Nitto Shosen Co., Ltd., Nedlloyd Line, North German Lloyd, Norton, Lilly & Co., NYK line (Nippon Yusan Kaisha).

Oceanic Steamship Co., Fred Olsen Line, Olympic-Griffiths Lines, Orient Steam Navigation Co., Osaka Shosen Kaisha, Overseas Shipping Co.

Pacific Australia Direct, Pacific Far East Line, Pacific Islands Transport, Pacific Orient Express, Pacific Republica Line, Peninsular-Oriental Steam Navigation Co., Philippine National Lines, Pope & Talbot Lines. Prince Line, Puget Sound—Alaska Van Lines.

River Lines, Royal Mail Lines. Saguenay Shipping, Ltd., Shinnihon Lines,

RR, Forwarder Join in Tariffs

Flexi-Van services were examined at a group gathering of executives of Hermann Forwarding Co. and the New York Central Railroad. Shown (left to right) are Richard W. Hermann, general manager; Roy L. Milbourne, director of Flexi-Van sales and service; Fred C. Hermann, gtm; William Gleason; Joseph Lane, manager of High Bridge, N. Y., New York Central operations; and Edward J. Paronett, manager of Flexi-Van sales and service. Both companies have joined in Plan V arrangements

States Marine Line, States Line Co., Swedish East Asiatic Co.

Transatlantic Steamship Co., Transpacific Transportation Co. Union SS Co. of New Zealand, United Fruit Co. Waterman Corp. of Calif., Weyerhaeuser Steamship Co., Westfal-Larsen Co. Line, Williams, Diamond & Co. Yamashita Line.

PORT DEVELOPMENT GROUPS—Marine Exchange of the Port of San Francisco Bay, World Trade Center, Rm. 302, Ferry Bldg. San Francisco Chamber of Commerce, 333 Pine St. J. P. Wilson, mgr., World Trade Dept. San Francisco Port Authority, Ferry Bldg., 6. Cyril Magnin, pres.

Port of Seattle

The Port of Seattle last year had imports of 822,396 tons and exports of 911,293 tons. There were over 2000 sailings.

PIERS AND FACILITIES—88 piers—cold storage facility located at Spokand St., Pier 24. Coal loading facility at Pier 43. Grain elevators at Pier 25 and Fisher's Mill. Heavy lift facility at Pier 20. Banana terminal adjacent to Ames Terminal.

SHIP LINES—Alaska Freight Lines, Inc., Alaska Steamship Co., American Mail Line, Ltd. Black Ball Transport, Inc., Blue Star Line, Canadian, Pacific Steamships, Ltd., Chilean North Pacific Line, Columbus Line.

Daido Line, d'Amico Societadi Navigazione Per Azioni, East Asiatic Line, French Line, Furness Lines, Grace Line, Grancolombiana (N.Y.) Inc., Hamburg American Line, Hanseatic Vaasa Line, North German Lloyd, Interocean Line, Isbrandtsen Co., Inc., Italian Line, Italnavi Line, Java-Pacific & Hoegh Lines, Johnson Line.

"K" Line, Klaveness Line, Knutsen Line, Korea Shipping Corp. Maritime Co. of the Philippines, Matson Navigation Co., Mitsubishi Shipping Co., Ltd., Mitsui Line, Moore-McMormack Lines, Inc., Nedlloyd Line, Nippon Yusen Kaisha (N.Y.K.) Line, Nissan Pacific Line, North Pacific Coast Line, O.S.K. Line, Oceanic Steamship Co., Olympic Steamship Co., Fred Olsen Line.

Pacific Australia Direct Line, Pacific Far East Line, Pacific Orient Express, Pope & Talbot Lines. Puget Sound-Alaska Van Lines, Puget Sound Freight Lines, Scinda Steam Navigation Co., Shinnihon Lines, Splosna Plovba, States Line, States Marine Lines, Transamerican Steamship Co. Upper Columbia River Towing Co., Waterman Steamship Corp., Westfal-Larsen Co. Line, Yamachita Line, Zim Israel Navigation Co.

PORT DEVELOPMENT GROUPS—Seattle Port Commission, Howard M. Burke, general manager, Pier 66, Seattle, Wash. Phone: MA 2-8124.

Port of Toledo

Toledo has a natural harbor with a straight channel about 23 miles long, a width of 500 ft and a controlling depth of 25 ft. There are 17 miles of frontage for port activity.

PIERS AND FACILITIES—Terminal facilities are available for bulk and general cargo handling. Three railroads maintain coal dumping and ore unloading machinery at their docks. The port has a large merchant pig iron plant and is a large volume shipper of grain and petroleum coke. Toledo is served by 11 railroads, one of which connects all by a complete belt system. Four airlines and over 120 trucking companies serve Toledo.

SHIP LINES—American Export Line, Atlanttrafik Express Service, Bristol City Line. Canadian Pacific Line, Crescent Line, Cunard Steamship Co.

Fabre Line, Fjell-Oranje Line (Continental Service), Fjell-Oranje (United Kingdom Service), Fjell & Fjord Line, French Line, Hamburg-American (North German Lloyd), Hamburg-Chicago, Head Line, Hellenic Lines, Ltd., Hycar Line, Iino Lines, Isbrandtsen Line.

Manchester Liners Ltd., Michigan Ocean Line, Ltd., Mitsui Line, Montship CAPA, Moore-McCormack Lines, Nedlloyd Line, Niagara/Concordia Line. Poseidon Lines. Saguenay Shipping Ltd., States Marine Line, Swedish-American Line, Swedish-Chicago Line. Wallenius, Waterman Line, Watts Watts Line, Yugoslav Line, Zim Israel Navigation Co.

PORT DEVELOPMENT GROUPS—Toledo Area Chamber of Commerce, Arthur C. Kochendorfer, exec. mgr, Philip B. Carter, mgr., World Trade Dept., 218 Huron St., Toledo 4, Ohio. Toledo-Lucas County Port Authority, Louis C. Purdey, gen. mgr., 241 Superior St., Toledo 4, Ohio.

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FOR COMPLETE INFORMATION CONTACT:
SALES-TRAFFIC DEPARTMENT

PORTLAND PUBLIC DOCKS

Operated by the Commission of Public Docks
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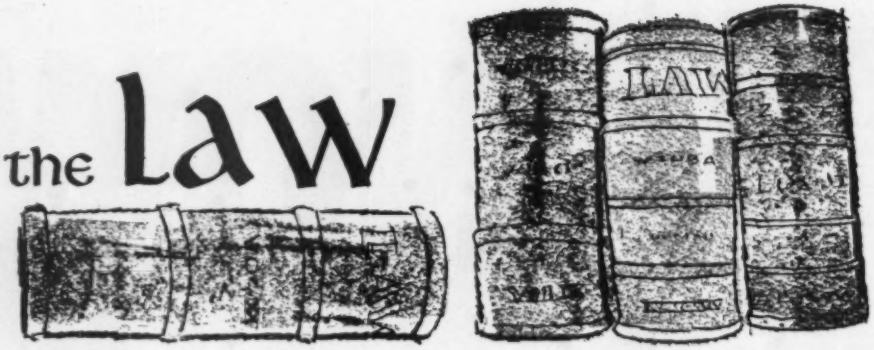

By Leo T. Parker
Legal Consultant,
Distribution Age

TRANSPORTATION

If an employe uses a company truck for pleasure, is a company insurance policy void?

In the case of H—— C—— v. T—— I—— C——, 265 Fed. (2d) 531, the testimony showed that a mechanic was told by his employer to take a motor vehicle out that night to test it. The mechanic drove the vehicle on a trip of 26 miles to spend an evening with friends. On his way back an accident happened. The driver, of another automobile, W——, was seriously injured.

In subsequent litigation, the higher court held that the liability insurance policy held by the mechanic's employer had been violated Therefore it was void. Hence, the insurance company is relieved from its normal liability and mechanic's employer must personally pay damages awarded W——.

Why are present day damage awards higher than those of a few years ago?

A recent higher court explained that damage allowances may now be considerably increased because the dollar is devaluated.

In the case of R—— v. S——, 28 So. (2d) 284, the court said:

"The award of the lower court if made a few years ago in a case of this character, would have been adequate. It is not so under present economic conditions . . ."

A higher court held a corporation liable in $85,000 damages for an injury caused by an incompetent driver.

In S—— C—— v. D——, 326 S. W. (2d) 148, the testimony showed that a man named F—— was employed to grease, wash, and take care of motor vehicles One day F——, without knowledge of officials of the corporation permitted his friend, C——, to drive a truck. C—— got drunk. The vehicle struck one D—— and crushed him between two cars. D—— was seriously injured. He sued the corporation for heavy damages contending that officials of the corporation were negligent in entrusting vehicles to F—— who had allowed C—— to drive it when knowing he was unfit, reckless, and an habitual drunkard.

The lower court held the corporation liable in $85,000 damages to D——. The higher court approved the verdict.

It said:

"We think the jury could reasonably find from the evidence that such negligence of S—— C—— through its servant, was a proximate or legal cause of the injuries sued for, and that there is ample evidence to support the verdict."

For comparison, see G—— v. B—— I——, 135 N. E. (2d) 55. This higher court held an employer liable in $150,000 damages for death of an employe, saying:

"The trial justice was entirely correct in declining to set aside or reduce the verdict of $150,000 for the death of 26-year-old operator, who was a husband and the father of three children."

Is a clause in a contract that limits the liability of the carrier effective in court?

No. For illustration, in B—— V—— & S—— C—— v. A——, 354 Pac. (2d) 188, the testimony showed facts, as follows: B—— V—— & S—— C—— made a written contract with one A—— for the transportation of his household goods from Los Angeles to Las Vegas, Nevada. In Las Vegas the goods were stored in a warehouse. The goods were destroyed by fire, before A—— took delivery.

A—— sued and recovered judgment in the lower court for $12,913.

The B—— V—— & S—— C—— appealed to the higher court on the contention that it should have been held liable, not for the actual value of the destroyed goods, but on the basis of 30 cents per lb on a stated weight of 5200 lb.

Further detailed testimony showed that A——, then residing in Los Angeles, had secured employment in Las Vegas. As he expected to start his employment in Las Vegas in February he called the B—— V—— & S—— C—— to arrange for transportation and storage of the goods, until a duplex was ready for occupancy. Some discussion was had as to whether it would be preferable to store the goods in Los Angeles or in Las Vegas. Storage at Las Vegas was selected. The goods arrived at a storage warehouse in Las Vegas Jan. 29 and A—— was notified that the goods were there. He went to the office of the public warehouse on Feb. 8 and paid the transportation bill of $371.64 and also the sum of $26 for approximately 30 days advance storage. On March 10, the warehouse, including the stored goods, was destroyed by fire.

The higher court affirmed the lower court's verdict. This was so although the contract of transportation provides that the interstate character of the shipment is maintained for a full period of 60 days after unloading into the warehouse. In this respect, the court said:

"The goods were no longer in transit after arrival at destination, with no further transportation contemplated. The 60 day provision has no bearing on the issue of this appeal. The goods were no longer in the course of transportation."

Can a driver collect damages after driving through a disease area?

A higher court has held that if a long distance truck driver inhales germs while going through an endemical area, he may recover compensation, under the State Workmen's Compensation Act, for subsequent disability.

For illustration, in M—— T——, I—— v. S——, 278 Fed. (2d) 826, the testimony showed that a driver, S——, contracted a disease known as coccidioidomycosis. Further testimony showed that S—— had driven the truck through an endemic area of the disease. He had worked underneath the truck adjusting springs and repairing the transmission. While he hammered under the truck he loosened some dust, which he must have inhaled.

In view of this testimony, the higher court held that S—— was entitled to compensation under the State Workmen's Compensation Act.

(*Please Turn to Page* 172)

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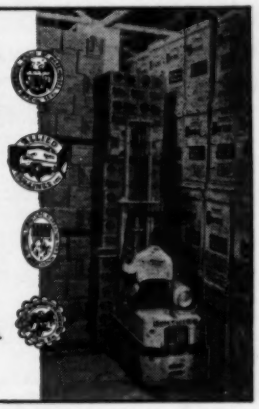

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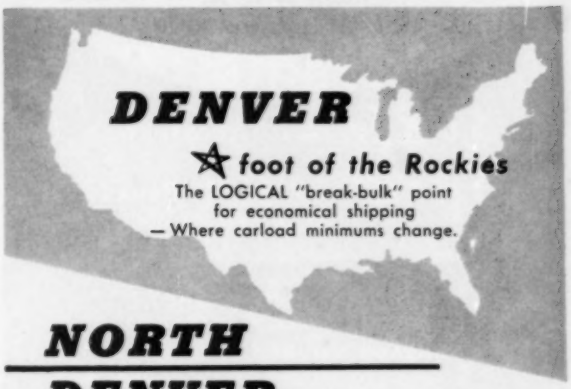

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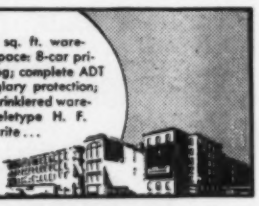

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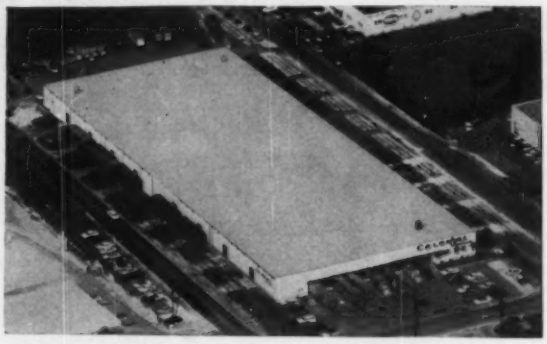

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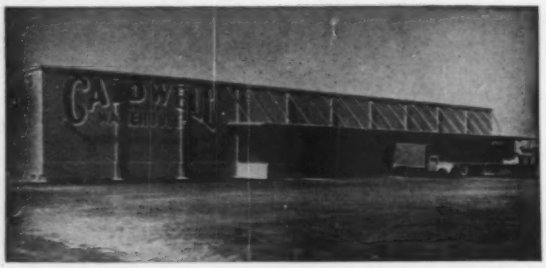

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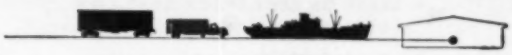

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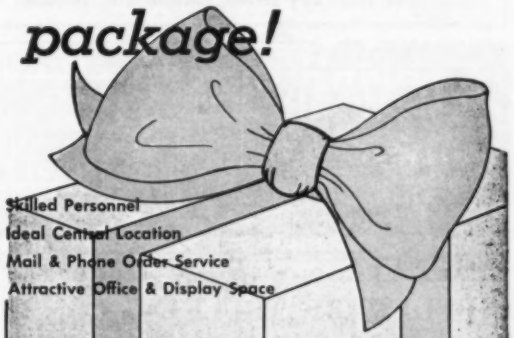

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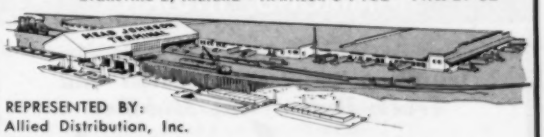

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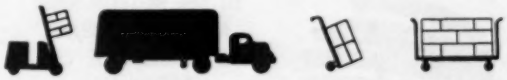

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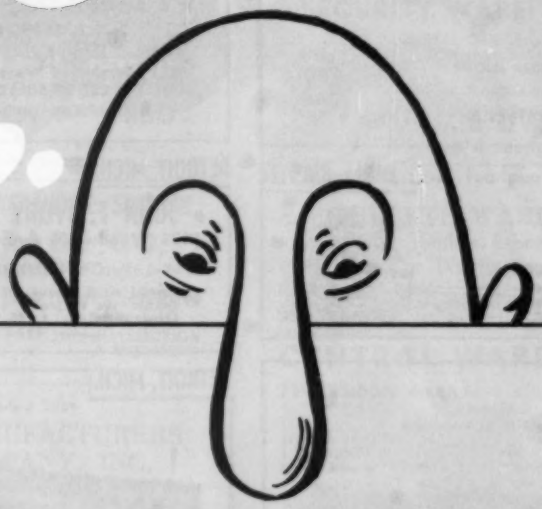

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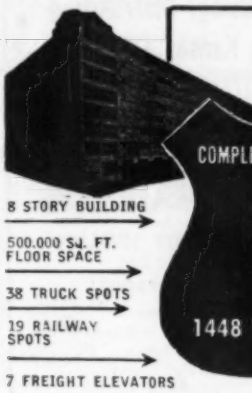

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KANSAS CITY, MO.

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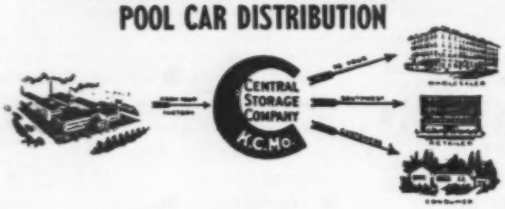

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KANSAS CITY TERMINAL WAREHOUSE CO.
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500,000 SQUARE FEET . . .
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We serve the Middle West

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200,000 Sq. Feet of Space

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It all adds up to...Business Making Service

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SERVICE THAT EXCELS

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Located right in the midst of business

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Complete Warehouse Service, 200,000 square feet space. Pool Car Distributing and Forwarding Service. A D T Burglar and Sprinkler Alarms. Bonded. Served by Missouri Pacific & Frisco RR. Available fleet of Modern Trucks, ample car loading sidings. Large Covered Truck Dock.

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POOL CAR DISTRIBUTION
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Storage of Household Goods & Merchandise
Moving • Packing • Crating • Shipping

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Since 1903

Rely on **REELY VAN LINES**

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Merchandise & Household Goods Storage—Pool Car Distribution—Moving Vans—Private Sidings—Motor Freight—Heavy Hauling

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IN NEBRASKA—CENTER OF THE GREAT WESTERN HEARTLAND

LINCOLN and GRAND ISLAND
MAY BE YOUR BEST DISTRIBUTOR POINTS

WHY NOT CHECK?

WRITE, WIRE OR CALL TODAY

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POOL CAR DISTRIBUTION
EXCELLENT "IN TRANSIT" POINT
FLEET OF 40 TRUCKS

ALSO
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ESTABLISHED 1889

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COMMERCIAL WAREHOUSING AND DISTRIBUTION IN MAJOR CITIES OF THE WEST AND SOUTHWEST

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Since 1891

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16TH & LEAVENWORTH
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The only exclusive pool car, pool truck and local delivery center in the Omaha marketing area. Located on C&NW Railroad. 4 car capacity, 7 truck docks. Exclusive agent for Emery Air Freight.

See Omaha Central Warehouse Company advertisement on this page

OMAHA, NEBR.

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Merchandise — Pool Car Distribution — Household Goods

60,000 SQ. FT. RAIL SIDING
EXPERT SERVICE ESTABLISHED 1913

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"Satisfactory Service Since 1887"
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New Hampshire's Largest Warehouse (Privately and State Bonded)

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Serving a fast-growing, year 'round marketing area.
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Private siding on CRR of NJ. 100% Palletized Operation.
A.D.T. Burglar Alarm.

Wheeling Transportation, Inc.
Foot of Pier St. Bayonne, N. J.

ACCELERATE!

Camden Marine Terminals' strategic location lets you speed up delivery of your product if you wish. With efficient marginal slip warehouses paralleling a 35-foot channel, Camden Marine gets the cargo out, gets it loaded *fast*. Trucks are within minutes of superhighways (access to the Pennsylvania Turnpike faster than from many Philadelphia locations), and there are links with two major railroads. Write for fact-filled folder.

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CAMDEN, N. J.

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* Experienced, well-equipped personnel

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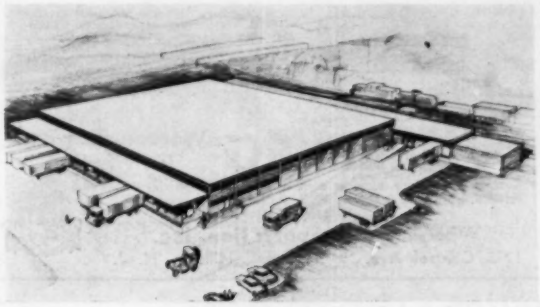
Phone: NO 5-1550

MERCHANDISE STORAGE AND POOL CAR DISTRIBUTION



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In Hub of Mushrooming Delaware Valley—Better Access to All Parts of Phila. than a Phila. Location. Overnight Service to All Points Within 500 Mile Radius

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All Handling Operations are Mechanized with Fork Lift Trucks and Pallets

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Thru Our Trucking Affiliate, Stech Transportation, Prompt Service at Negotiated Rates to All Points in the Phila. Commercial Zone

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NOW ADDING 40,000 SQUARE FEET FOR OCCUPANCY FALL 1961

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Office Phone FO 6-8000

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MORRISTOWN, N. J.
Tel. JE 8-0011

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PACKING STORAGE

Agent: ALLIED VAN LINES

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HILLSIDE, N. J.

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Private siding on L.V.R.R. 100% Palletized Operation.
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FOR COMPLETE, LOW COST

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Overhead Cranes for Steel & Machinery Storage

- Over one million cu. ft. of indoor space.
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Free Lighterage

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NEW BRUNSWICK STORAGE WAREHOUSE INC.

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Merchandise Warehousing and Distribution. Centrally Located for New York, New Jersey and Beyond. Away from Congested Areas—Adjacent to All Main Highway Arteries. Private Sidings Erie RR & D.L.&W.

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100% Palletized Operation—A.D.T. Burglar Alarm.

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Located in the heart of the Commercial Zone of N. Y. C. Low distribution rates.

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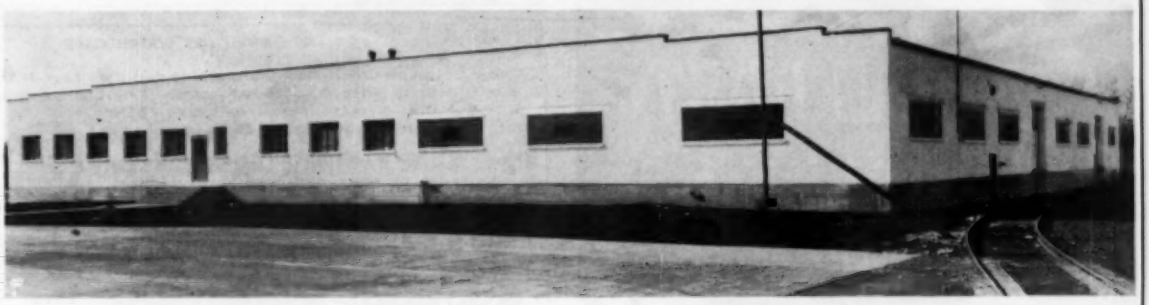

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- Storage Facilities for:
  MERCHANDISE
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- Service to Your Specifications

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Triple Cities most modern warehouse with service your customers can rely on.

COMMERCIAL AND HOUSEHOLD GOODS STORAGE

Member Mayflower Warehousemen's Association
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Offices: 32 Bank St., Trenton 8

Household Goods Storage, Packing and Shipping. General Merchandise Storage and Distribution, Pool Cars Distributed. Ship via Reading R.R., P.R.R.
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STORAGE OF GENERAL MERCHANDISE
10 GIANT FLOORS 200,000 FT. OF SPACE
MODERN LOADING AND UNLOADING FACILITIES
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COOLER AND TEMPERATURE CONTROL SPACE AVAILABLE

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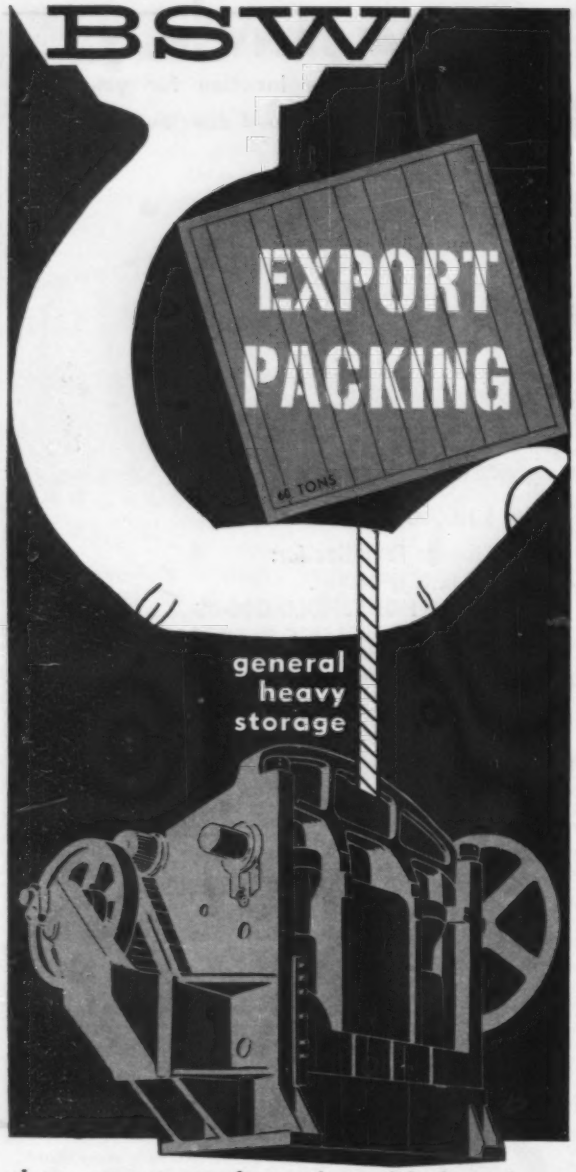

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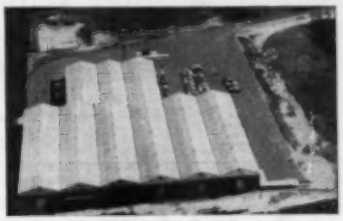

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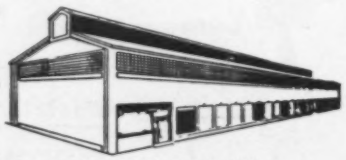

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Within the Law...

(Continued from Page 132)

How is the validity of state common carrier taxes decided?

The basis of deciding the validity of a state tax on common carriers as it may or may not affect interstate commerce has long been the cause of criticism by legal writers. Recently a higher court laid down a concise rule which determines whether or not a common carrier is subject to payment of a state's excise taxes.

For illustration, see O—— - N—— - C—— F—— F—— v. T—— C——, 353 Pac. (2d) 541, the court laid down this important law: The real and conclusive test to determine a formula used to allocate the income of a corporation doing business within and without the state for tax purpose is whether the tax places no greater burden on interstate commerce than the state places upon competing intrastate commerce of like kind.

It held that in determining allocation fraction with respect to the income arising from "doing business" within the state the line-haul miles operated by carrier's trucks within the boundaries must be considered although strictly interstate in character. The court said:

"We find that the tax did not discriminate against or impede plaintiff's (carrier's) ability to engage in interstate commerce."

Can a worker who falls ill doing extra work collect damages?

According to a late higher court decision if an employe suffers a heart attack because of extra work he was ordered to do by his employer, the employe may recover compensation under the State Workmen's Compensation Act. In case of his death his widow may receive compensation.

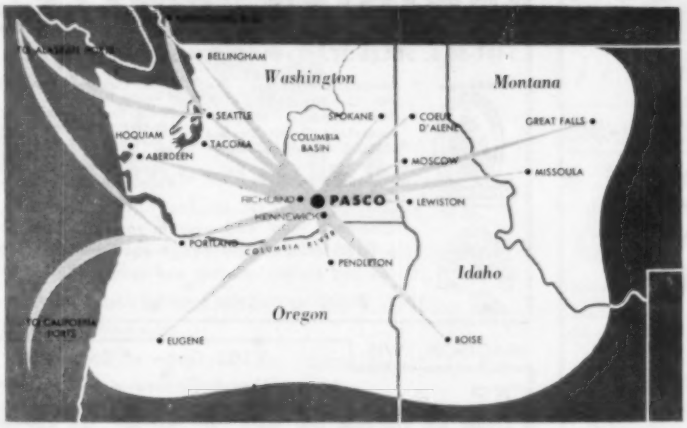
For example, in M—— v. M—— T—— C——, 168 N. E. (2d) 254, a widow filed suit against the M—— T—— C——. She was seeking to recover compensation for death of her husband who died as result of a coronary occlusion. This occurred during weather which was exceedingly and unusually hot and humid.

The Workmen's Compensation Board found that the husband had suffered an industrial accident and that his death was caused because he had been ordered by his employer to do "extra heavy" work that day when loading merchandise.

The higher court held that the widow was entitled to receive compensation under the State Workmen's Compensation Act.

This higher court explained that an employe cannot receive compensation payments, under the State Workmen's Compensation Act, for disability caused by a heart ailment, if

Central to All the Pacific Northwest



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the testimony shows that previously he suffered from a heart ailment and his present disability resulted from performance of his "usual" or "ordinary" work.

If a party to a contract fails to complain after a breach, can he recover?

For instance, in S—— v. M—— C——, 93 N. W. (2d) 230, the testimony showed that one S—— made a contract with a corporation to transport certain merchandise from a specified location. Within three weeks after S—— started on the job he discovered that he would have to procure merchandise from a different source. Sometime later S—— demanded that the corporation pay him an additional sum of money above $22,000 specified in the original contract because he had to haul the merchandise a greater distance than was originally contemplated.

It is interesting to observe that as S—— had made no complaint immediately and at the time he discovered that he could not obtain the merchandise from the location specified in the original contract, the higher court refused to award S—— any additional or "extra" payment for hauling the merchandise from the new location which was considerably farther than the original location stated in the original contract. This court said:

"Plaintiff continued operations under the written contract for a number of days after such change of location without protest and without claiming breach of contract or asserting its termination. By continuing thus to perform and to accept payments under it, he lost his right to terminate the contract and declare it forfeited."

Must fire or wind damage be proved before insurance firm pays?

(*Please Turn Page*)

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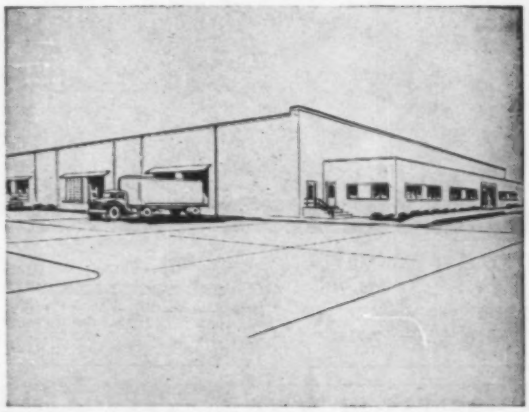

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Law...

(Continued from Page 173)

Damage to a warehouse caused by wind or fire must be proven before the insurance company need pay the loss. So held a higher court last month.

For illustration, in J—— B—— W—— C——, v. A—— F—— I——, 270 Fed. (2d) 883, the testimony showed that the J—— B—— W—— C—— held an insurance policy which protected the warehouse company against damages to its warehouse caused by wind and fire.

One day a portion of the warehouse building collapsed. The insurance company refused to pay the loss on the contention that the wind storm had not caused the building to collapse. The J—— B—— W—— C—— filed suit againgst the insurance company.

During the trial, testimony was given that high winds had weakened the building causing it to collapse. Therefore, the jury rendered a verdict holding that the insurance company must pay the loss to the J—— B—— W—— C——. The court approved the verdict, saying:

"We are convinced there is sufficient credible evidence in this record to support the verdict and judgment for the plaintiff (J—— B—— W—— C——)."

May intrastate haulage income be taxed if the goods came from another state?

A higher court recently held that a state may tax a motor carrier's gross income derived from transporting merchandise to consignees within the state, although such merchandise originally was shipped from another state.

For instance, in C—— C—— v. T—— C——, 334 Pac. (2d) 772, the testimony disclosed these facts: A manufacturer loaded automobiles in railroad cars and prepared nonnegotiable uniform straight bills of lading. These bills of lading were forwarded to motor carrier in another state. Upon arrival at the carrier's spur track the carrier unloaded the automobiles, prepared freight bills to cover the truck portion of the movement; loaded the automobiles on its trucks; and delivered the automobiles to the respective dealers as shown on the original bill of lading. The manufacturer paid the bill of rail and truck transportation charges.

The higher court held that the motor carrier must pay the tax imposed on the carrier's gross operating revenue derived from transportation of such automobiles. This court held that collection of the tax by the state in which the automobiles were delivered by the carrier did not contravene the commerce clause of the federal Constitution since the carrier's operation was purely one of intrastate commerce, and hence the tax was not an invalid imposition on interstate commerce.

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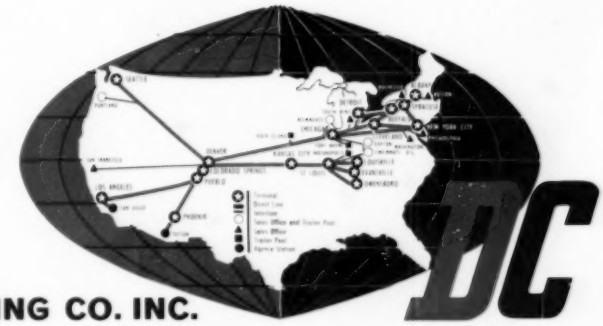

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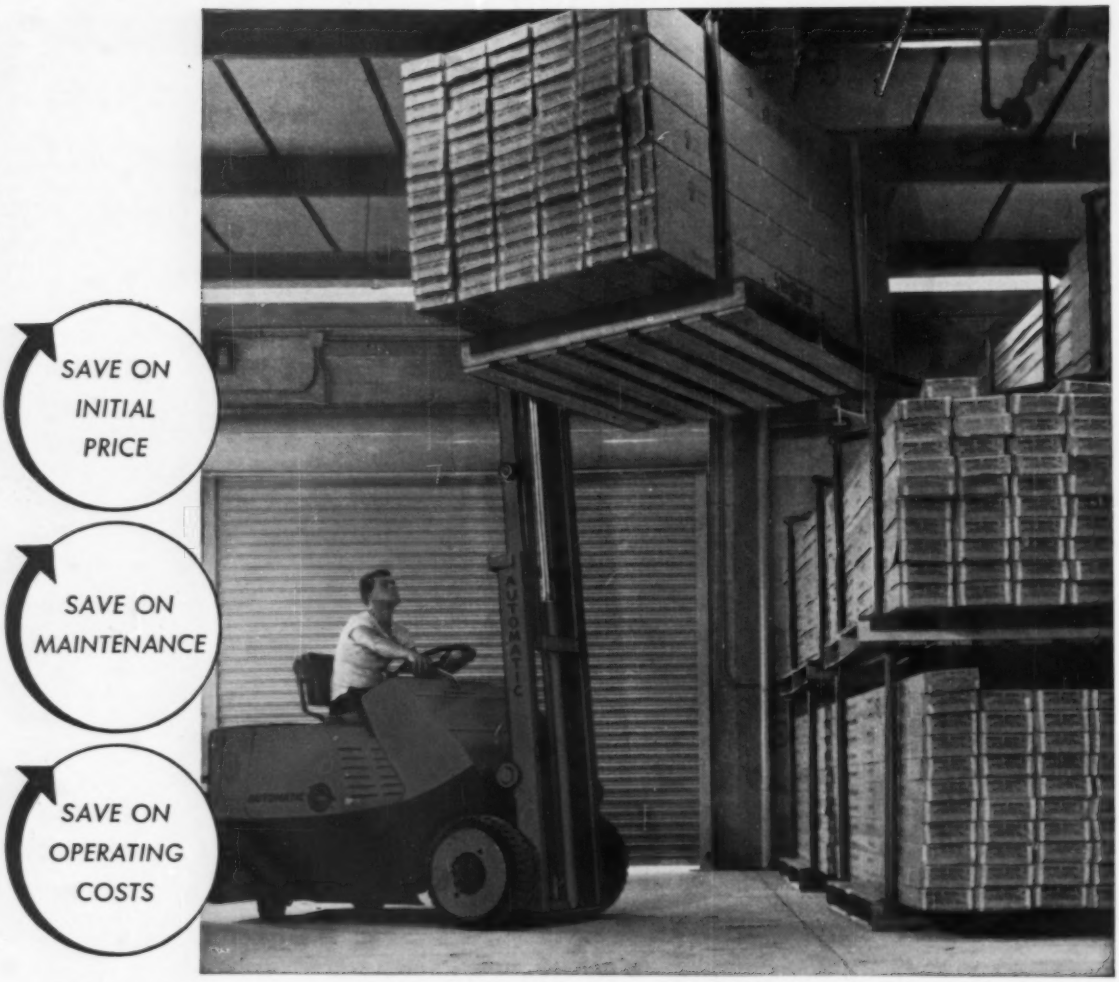

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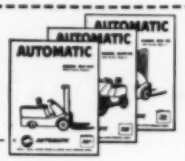

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